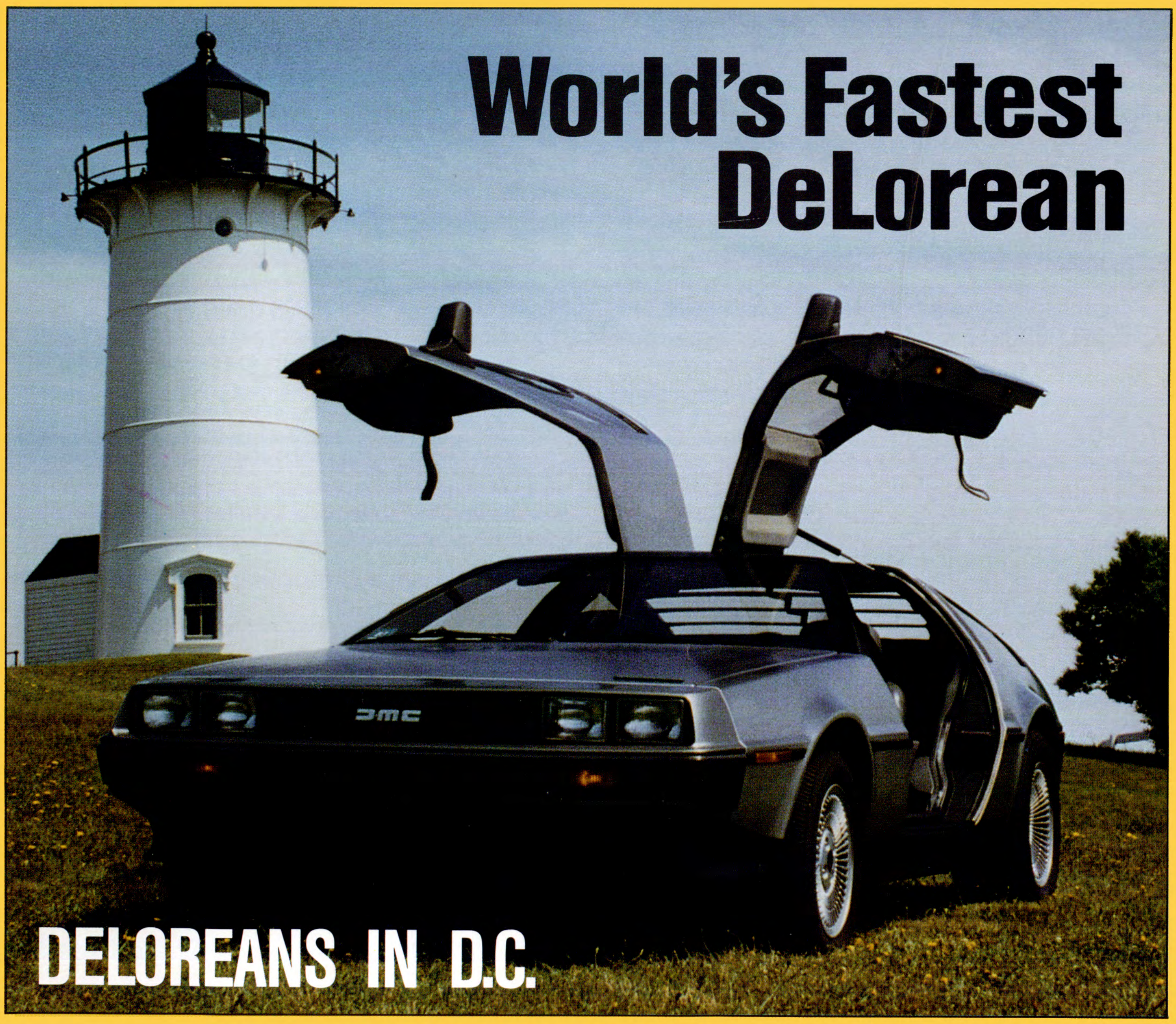
DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

Spring 1988



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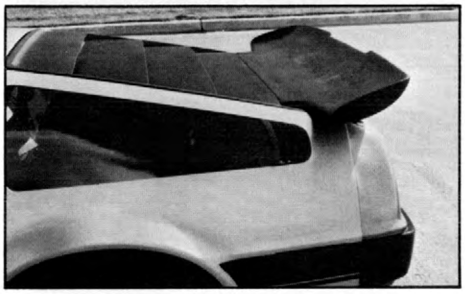

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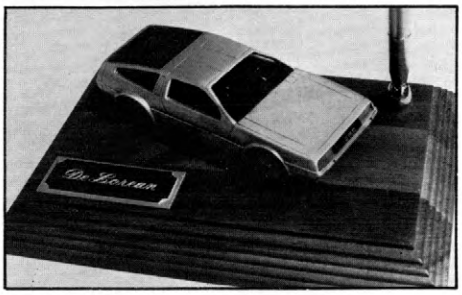

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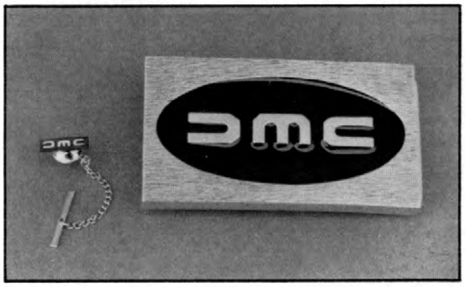

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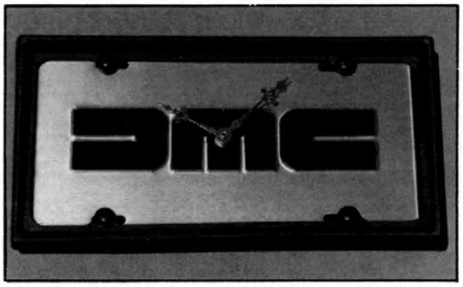

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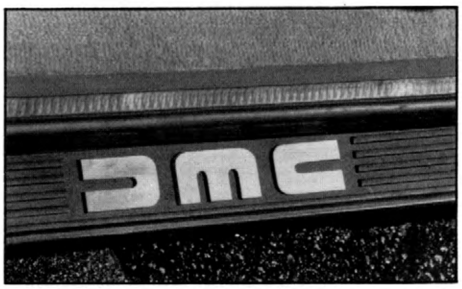

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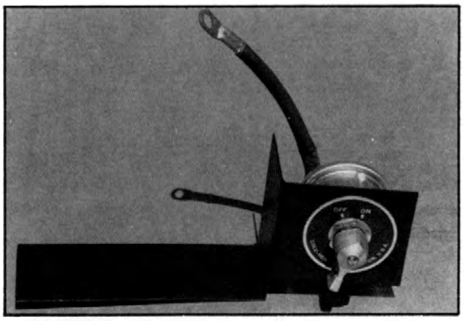

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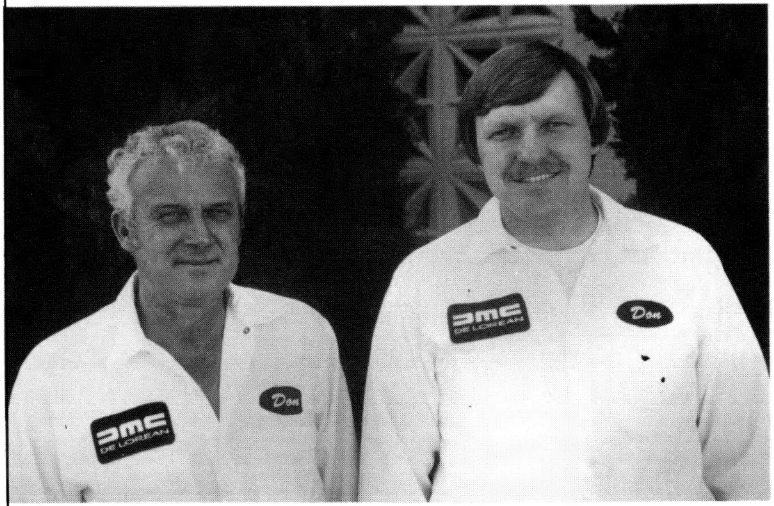

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DELOREAN OWNERS ASSOCIATION
MEMBER

PRESIDENT'S MESSAGE

BY KJELL MYHRE

Occasionally, at the local bookstore, I peruse certain select magazines about 'toys' such as cars, airplanes, cameras, computers, audio-video equipment, etc., and often find, in an issue or two, items of special interest that are not found in personal subscription periodicals. In the April, 1988 issue of *Sports Car Illustrated* I found an article by Steven Parker and David Gooley entitled "Run DMC, The World's Fastest DeLorean," the "Stainless Steel Rocket." The statement about the number of DeLoreans sold may be somewhat conservative (understatement), but for those who feel that the DELOREAN is lean on horsepower, Mr. Gale Banks has masterminded a solution: How about 525 horsepower, and the photos reveal a very nice turbo powerplant installation.

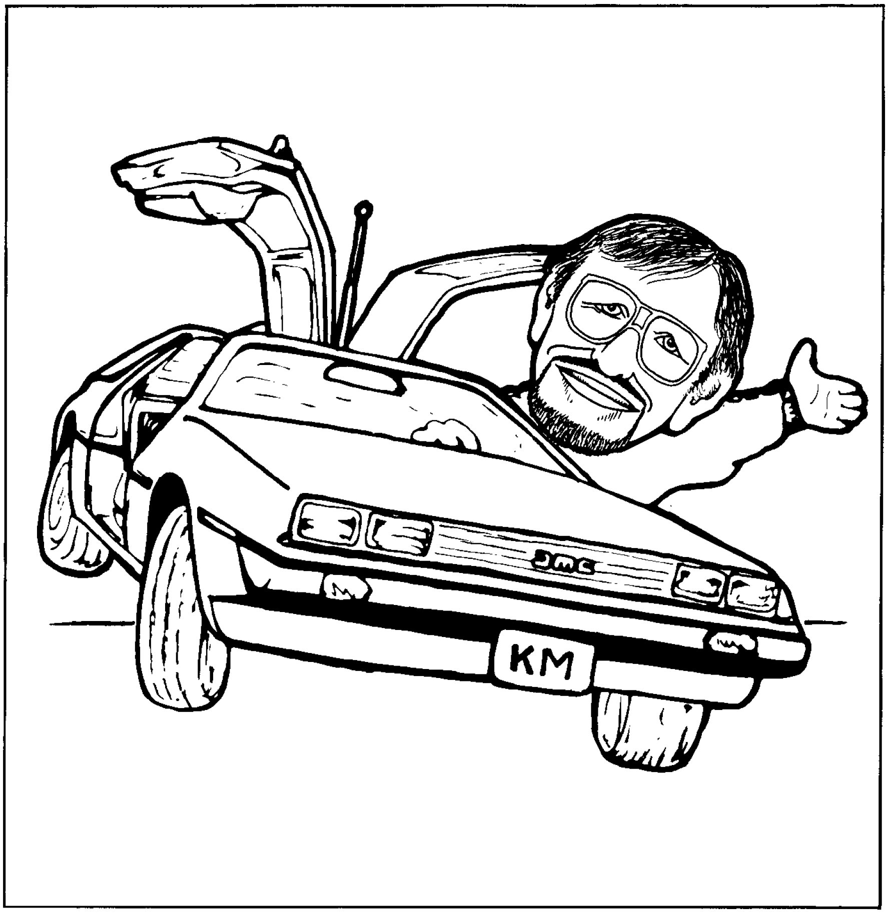
There may not be an impending performance of the DeLorean on the Bonneville Salt Flats; however, this automobile is the embodiment of the 'possibility personality vehicle,' to coin a new phrase. I have heard it said that "there is nothing new under the sun,' but it probably was said so long ago, before things really started to change as we know it today. That was B.C. when there was only one model change in horse-drawn carts every two hundred years or so.

In the recently developed demography of the typical DeLorean owner, it may not be premature to conclude that 'there ain't no such thing,' described in precise colloquial terms.

That means that the DeLorean could be characterized, as at least a 'trichotomy,' influenced mainly by the owner, as eluded to in my previous message, in reference to the vehicle-owner relationship.

Owners who may not particularly be interested in horsepower/high speed and maximized performance have other reasons for ownership and there are possibly some that have not the slightest idea why they have one, bought or inherited, not to mention some who won one. If one is confused as to why, membership in the DeLorean Owners Association will clear up the confusion, rekindle the dream, and renew the excitement that is an integral part of the fraternity, abbreviated D.O.A.

Another facet of the affair with this particular automobile is the heady prospect of heading the list of your assets in the year 2031 with one (two?) DeLorean in prefect running immaculate condition with all original parts. Of course, many of us, as yours truly, will be pushing 100 at that time, and I have seen a magazine or newspaper clipping of one who has made provisions for the hereafter—entombed in his herein profusely described chariot of delight. Now, for some, this may be a bit far out, but think of it, would this not be a mere repetition of history rivaling the eternal splendor of Tutankamun in his edifice at Luxor, if it is done right, of course. It will give a new meaning to observed bumper stickers which proclaim "he/she who dies with the most toys wins."



Then there are the owners whose prime interest is focused on the modification or updating of his vehicle with every techy gadget that will fit and function in the cockpit of his 'Advanced Hybrid Terrestrial Motion Vehicle,' (AHTMV), as it must be reidentifed to ensure proper nomenclature. All this is done for peaceful purposes, characteristic of the D.O.A. membership.

But one may fantasize about what kind of electronic warfare (E.W.) and countermeasure devices would be installed to convert it to an operational platform, if one unit should be retrofitted to play a role in a future James Bond type movie (video).

Artistic renderings have been executed with the DeLorean as a centerpiece, such as "1981-1981 The Production Years," from Perez/Miller Studios, and "Blizzard of the Eighties" by Clint Clemens, to name a couple.

Acquiring the latest year model of the DeLorean is currently foreclosed as a motivation in ownership this year; however, all owners will always own one of the first or one of the last, indefinitely, and that is only a couple of reasons why membership in the DeLorean Owners Association at least doubles your pleasure of owning a DeLorean. It is like double for nothing, well,almost nothing, the yearly membership is less than $40.—for a value package worth far more in benefits, social as well as technical.

I look forward to seeing you at the annual Las Vegas Weekend in June, high tech, low tech, or no tech, to celebrate with old friends and new friends in the excitement of the world of DeLoreans, there is no car club like it!

DELOREAN WORLD®

Volume 5, Number 4

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ANNUAL LAS VEGAS WEEKEND
June 10-12, 1988

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FALL NATIONAL CONVENTION
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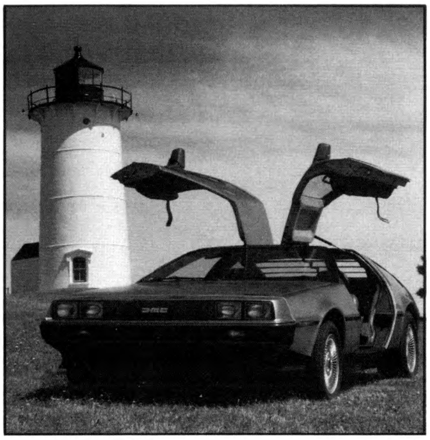
On the Cover:
"New England DeLorean"
by Tim Church
Falmouth, Massachusetts



NOTE: The last issue of DeLorean World (Winter 1988) was incorrectly labelled as Volume 6, Number 1. The correct numbering should be Colume 5, Number 3.
–Ed

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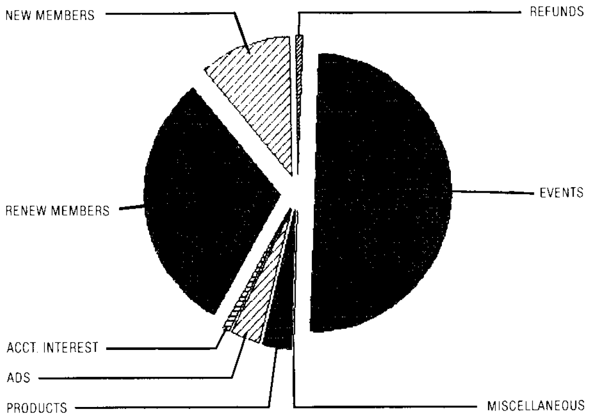
TREASURER'S REPORT

BY JOAN TRUSCOTT
Treasurer

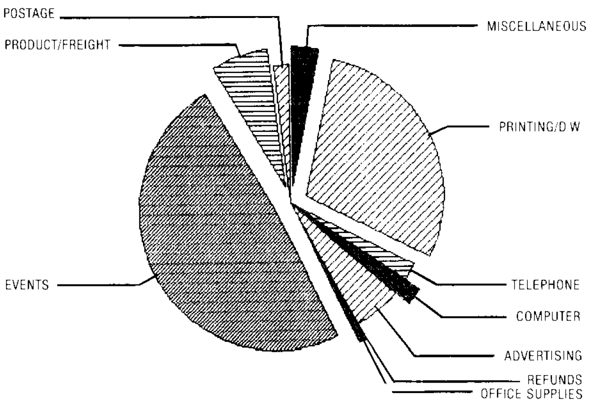
DeLorean Owners Association
1988 First Qtr. Income



1988 First Qtr. Income

Events	$21,145.00	=	49.92%
Ads	$ 1,486.00	=	3.50%
Refunds	$ 341.00	=	0.81%
Renewed Members	$12,969.00	=	30.62%
New Members	$ 4,606.00	=	10.87%
Products	$ 1,451.00	=	3.43%
Account Interest	$ 352.00	=	0.84%
Miscellaneous	$ 5.00	=	0.01%
TOTALS	**$ 42,356.00**	=	100.00%

DeLorean Owners Association
First Qtr. Expense



1988 First Qtr. Expense

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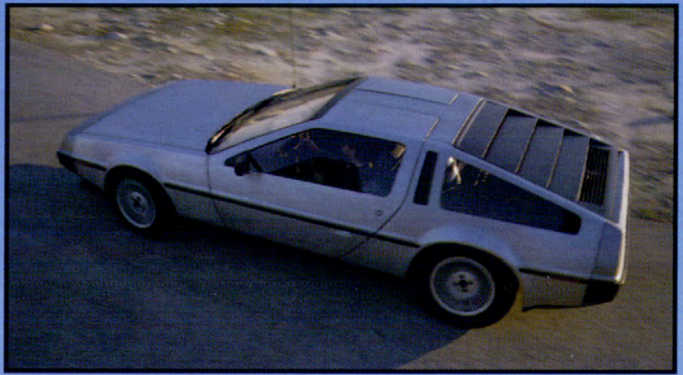
Reprint Courtesy of Sports Car Illustrated Magazine.

Run DMC

The World's Fastest DeLorean

By Steven Parker
Photography by David Gooley



Gale Banks Engineering, a firm located in Azusa, CA, makes a habit of taking sports cars and turning them into absolute fire-breathing animals that get attention. Banks' firm (yes, there really is a Gale Banks) is perhaps best known to the general motoring public as a supplier of turbo systems for diesel engines used in Ford and Chevy trucks. He's even had a hand in drag boat racing and other marine endeavors, but his real fame among go-fast types has been won on the Bonneville Salt Flats, where Banks' cars have a tendency to go quite a bit faster than anyone else's in their class.

A Firebird GTA built by Banks currently holds the stock-bodied, gas-powered world speed record (somewhere in the neighborhood of 270 mph), and this is the second year in a row he has taken a Firebird to the dry lakes and made it the fastest recognizable auto in the world.

He managed to achieve this feat by wedging into the engine compartment 454 cubic inches of the General's finest, then adding two turbochargers to that set-up. The engine produced some 1400 horsepower.

Banks pulled a similar trick on this DeLorean, but on a much smaller scale. A V8 wouldn't fit into the DeLorean's tiny engine bay so the company opted for a smaller engine -- a V6 Buick powerplant in this case -- but two turbos were considered a necessity by the car's owner, a mysterious gentleman who'd rather not see his name in print.

The DeLorean itself is quite a nice car. In fact, sitting in one in 1988, it seems a damn shame that the company had to come to such an ignominious end. The car pictured on these pages was built in August of 1981 and sold in Northern California to the current, original owner in October of that year as a 1982 model. Powered by a 174 cubic inch (about 2.2 liter) V6 engine built by Volvo, the DeLorean was never a strong performer, but was a well honed, fine tuned sportabout that at least looked fast.

There were less than 2000 DeLoreans ever sold, and even that total final number is a mystery, wrapped up in all sorts of legalities, counterlies and depositions. Even Johnny Carson, who had invested some $500,000 in the company, had his own DeLorean repossessed out of his Malibu garage because the car, a gift to him from John DeLorean, was still considered an asset of the company.

The rear-wheel drive car provides a comfortable environment for driver and passenger, with adequate headroom for most riders and a surplus of legroom. Seats are well bolstered and comfortable. The center console-mounted controls might seem a bit behind the times today, but the DMC stainless steel spaceship was state-of-the-art when it went into production. The DeLorean, if nothing else, at least came with a soul. And as we all found out later from the F.B.I., quite a story.

In any event, the story wasn't enough to impress the owner of this particular model, who contracted with Banks' shop to remove the sluggard Volvo engine and install something with a bit of a kick. He got that, and considerably more.

Banks has left the exterior and interior of the car absolutely stock, which only makes the changes more attractive. Under the

CONTINUED ON PAGE 36

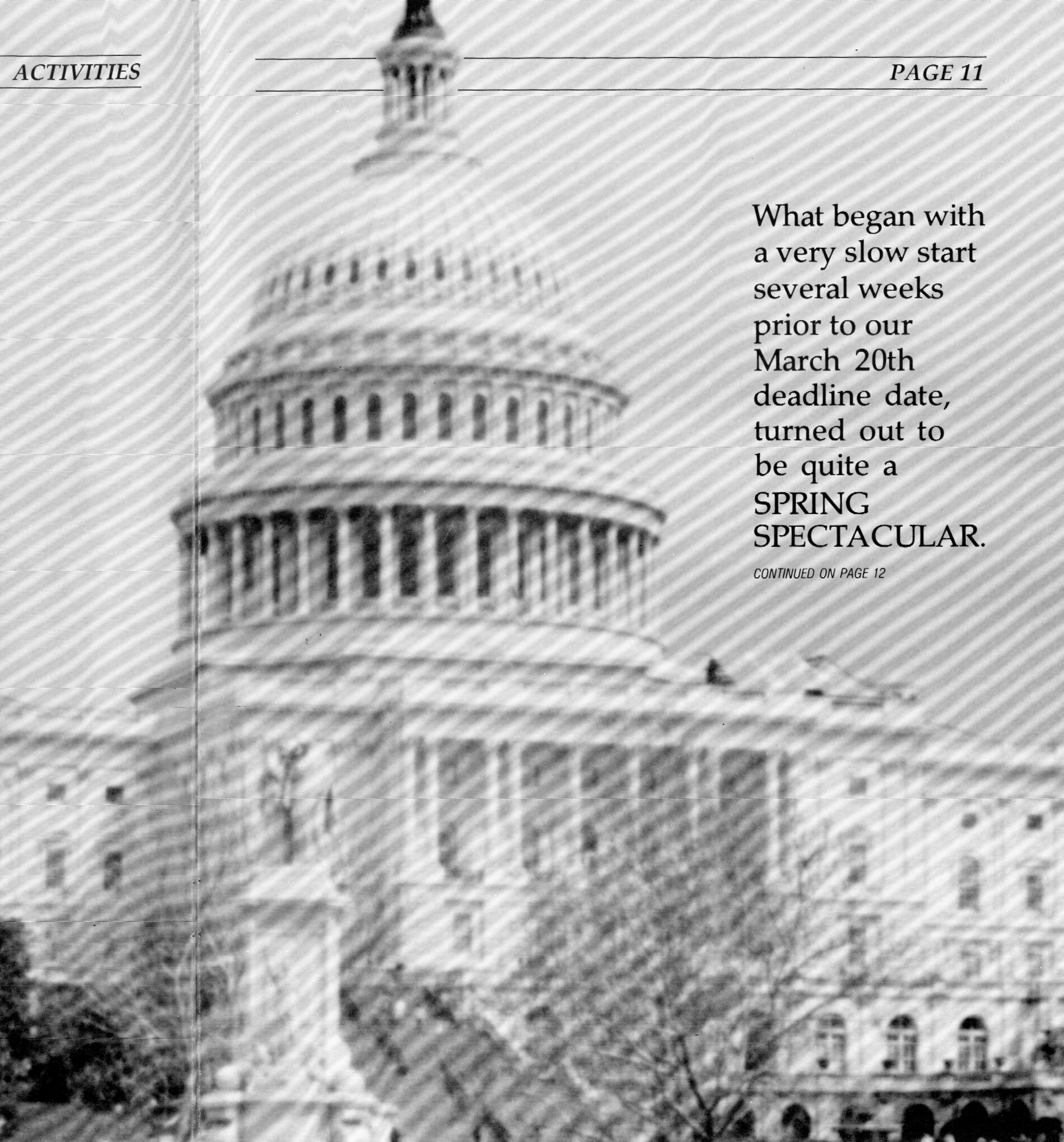
NOTE:
The DeLorean has a 714 cubic inch (2.8 liter) engine and there were approximately 8600 sold. *—Ed*

DeLorean Owners Association

DOES IT AGAIN!

BY SAMANTHA ROBINSON

Linfant Plaza Saturday Lunch



What began with a very slow start several weeks prior to our March 20th deadline date, turned out to be quite a SPRING SPECTACULAR.

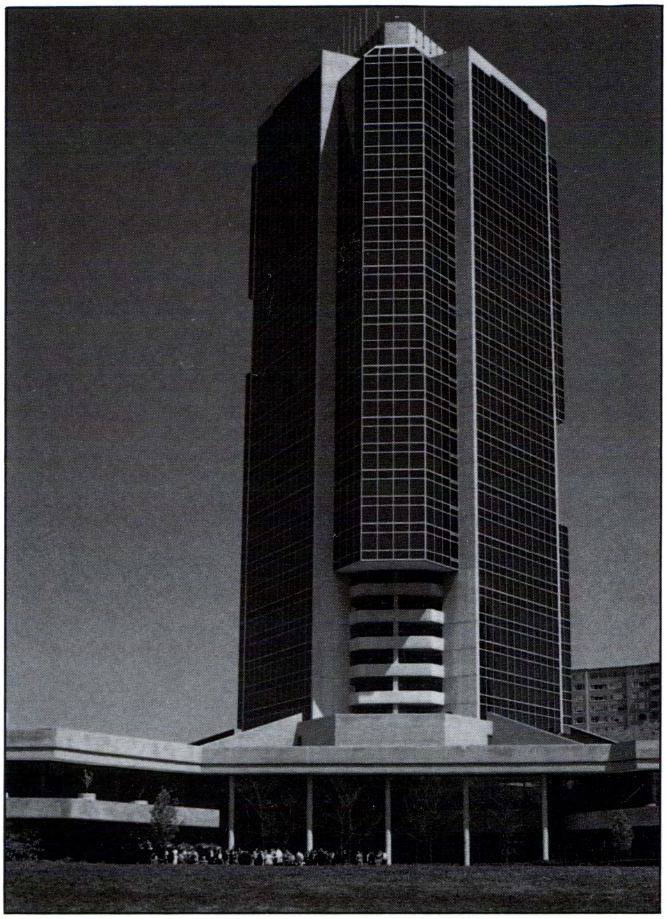
CONTINUED ON PAGE 12

SPECTACULAR *(FROM PAGE 11)*

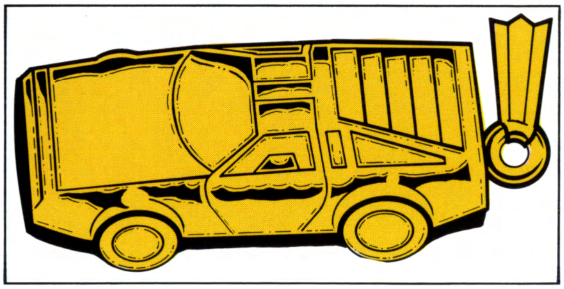
For some of us, our April 15th weekend started with early arrivals at the Radisson Mark Plaza Hotel in Alexandria, Virginia, for last minute meetings, making sure everyone had rooms, and the dreaded last minute paperwork.

On Thursday, the majority of your National Board of Directors met with Chapter #16 Coordinator - Steve & Paula Kubiak, Secretary/Treasurer - John & Mary LaFond, Technical Director - Vernon & Janet Ricks, and Activities Director - Kathleen & Henry Heuerman, for dinner at the famous Lowes L'enfant Plaza Hotel in Washington, D.C. Naturally, excitement was high for all of us because it would be the first time that all of us met (with the exception of Steve Kubiak and myself) and because both Steve and I had worked for over nine months to make this convention become a reality. And finally . . . the day was just hours away.

Friday greeted us with a smile. The sun was shining but it was a little cooler than I had hoped. That afternoon, our members started arriving, checking in with John & Joan Truscott (our Membership Director and Treasurer), and Robin McNeill, our new Advertising Director. They came from as far as California and as near as Alexandria, Virginia. They came from Canada, Connecticut, Florida, Las Vegas, Maryland, Massachusetts, Michigan, Missouri, New Jersey, North Carolina, Ohio, Okla-



DeLorean Gold



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homa, Pennsylvania, and Tennessee. It seemed as though there was no end.

I must tell you that just watching and listening to our members as they checked in, one could feel the excitement and anticipation of the weekend planned events. Everyone was anxious for things to start.

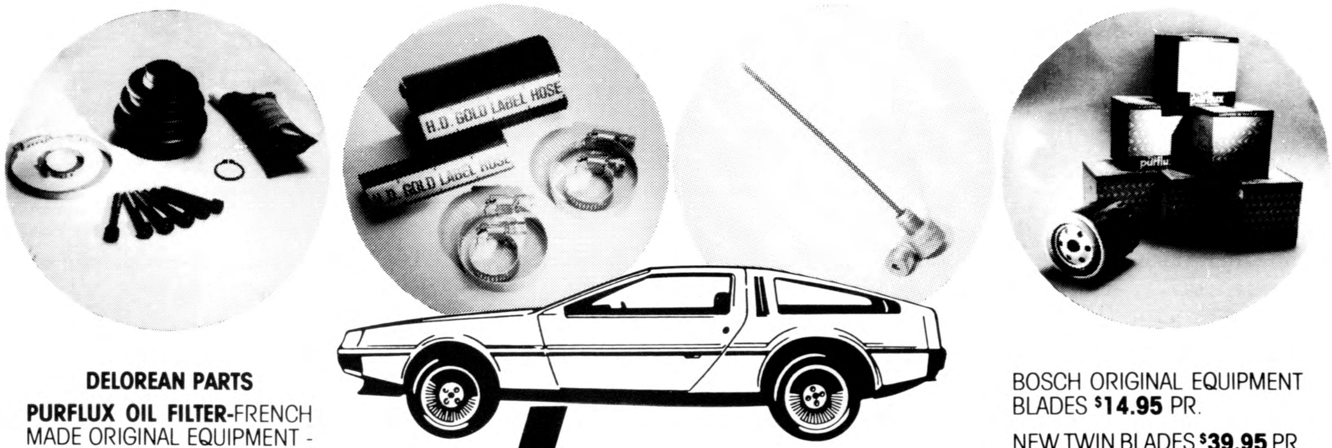
Folks—our people were not disappointed. Chapter #16 hosted our Reception/Products Faire and it was a huge success. There were so many products to see, vendors to talk to, and DeLorean owners who were exchanging their automobile experiences with one another, we could have gone all night. The evening's activities gave us a chance to make some new friends, visit with friends we had made at previous conventions, and meet people who weren't even connected to our convention but had wandered in just to look at what was going on. Chapter #16 topped it off with the introduction of their officers, a raffle with prizes donated by the various vendors in attendance, and an auction of the drawing by Glenn Knight, which appeared on the Winter 1988 cover of DeLorean World.

Saturday morning we had an early start with a Poker Rallye that took us to parts of the Virginia area and on in to Washington, D.C., to L'enfant Plaza Hotel where we all had lunch before ing back to the Radisson. I must tell you that when I packed to take the trip to Alexandria, Virginia, I "sort" of packed for the expected weather. But, believe me, I did not pack for snow which we got a taste of while in Washington, D.C., waiting for our Rallye cars to arrive. Snow was, by no means, in my wardrobe in any way, shape, or form! It was a big change for those of us coming from Southern California. After all, we left 90° weather.

After lunch, we all caravaned back to the Radisson with Vernon and Janet Ricks leading nearly 60 DeLoreans through all the construction that was going on, and through red lights en route. Vernon, I must tell you that you are bold—stopping right in front of some Traffic Control people, creating a bottle neck while waiting for the rest of the caravan to catch up. Between you and I, you had Steve Kubiak a little worried but . . . you did it. We watched people along the way with such expressions on their faces. I know they couldn't believe what they were seeing.

We made it back to the hotel in time to get our people on the bus for the shopping trip to Georgetown, and got our Tech Seminar going. Both the bus and the Tech Seminar were filled to the max. Everyone seemed to have survived the shopping, and, as usual, Don Steger, our Technical Advisor, did a great job. Hopefully he was able to answer all those questions that were on the owners mind.

CONTINUED ON PAGE 14



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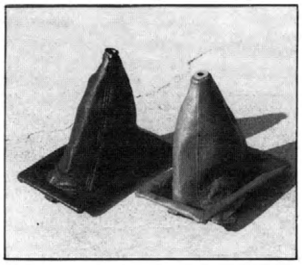

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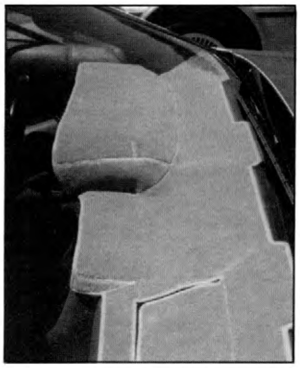

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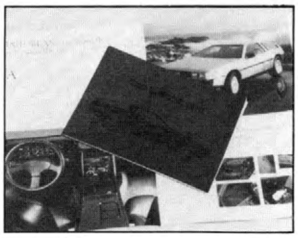

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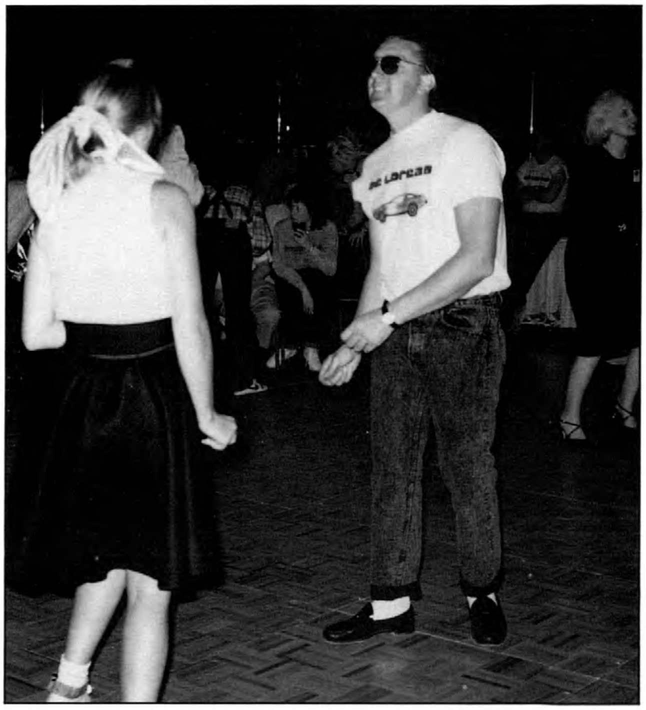
SATISFACTION GUARANTEED

SPECTACULAR *(FROM PAGE 13)*

Our Saturday dinner and program began with a No Host Cocktail held in the upper hotel lobby while our dinner room was being made ready. At 8:00 P.M. everyone started arriving for dinner and our planned program. Being one of the last people to get my dinner, it must have been pretty good. There was nothing left. And dessert—who saw it? I heard it was great! So much so, that I heard that someone was seen taking a plate back to their room for a late night snack.



Because we had a full evening planned, our program began promptly at 9:00 P.M.—only fifteen minutes late! Your National Board of Directors were introduced and everyone got to meet Kjell Myhre, our President.

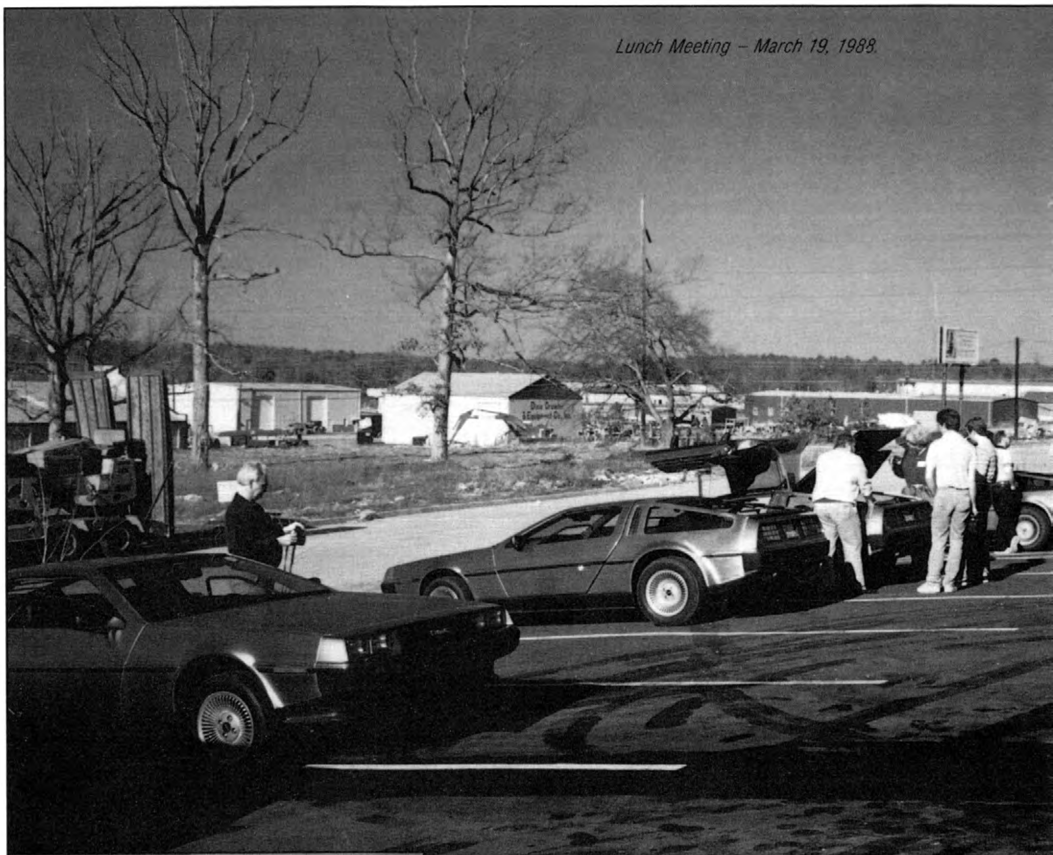
Ed Bernstein, Area Regional Chapter Director, then presented Chapter #16 with a plaque in appreciation for sponsoring Chapter Night to Steve Kubiak, the Chapter Coordinator.

John Truscott, presented plaques for the longest distance driven in a DeLorean automobile to Alexandria, Virginia. First place was presented to Pete & Helen Peterson from Ft. Lauderdale, Florida, who drove 1,150 miles; 2nd place – Robert & Dawn Bartel who drive 920 miles from Moline, Illinois; and 3rd place – Tom & Leslie Wilkin who drove 800 miles from VanWert, Ohio. It just goes to show you, there are owners who don't let their automobiles just sit. Why be afraid to rack up the miles when the purpose of owning an automobile is to drive it.

I had the pleasure of presenting an award to Steve & Paula Kubiak for all the work they had done to create a beautiful and scenic Rallye that took our people past the Iwo Jima Memorial, Mt. Vernon, and several other historical sites. The Kubiak Poker Rallye produced some winners. First place – Richard Crawford from Melrose, Mass., and Shirley Teal from Pleasant Valley, N.Y.,

Area Regional Chapter 5

by Barbara Dombrowski



(from left) Milton Moore, Barbara Dombrowski, Richard Dombrowski, and Joe Loré.

The first annual meeting convened at the Marriott Hotel-Gwinnett at 1:00 P.M. Channel 5 media and Paul Shields arrived 1:00 for interview and video taping which was televised Sunday, at 6:00 P.M.

Directly following the interview was an introduction by Dick Dombrowski of Ed Bernstein and Stephen Wynne, our guests of honor, who came from California to address our meeting. A session of slides, questions, and answers by Stephen Wynne followed: The items mentioned below were discussed.

1) Contact cement best for gluing rubber trims, etc.
2) Do not change size of tires.
3) Linkage adjustment only adjusts pedal—not anything in transmission itself.
4) Frequency valve: adjusts fuel control.
5) Bolts on 95% of cars are loose on trailing mounts.
6) Wheels should only be balanced *on* the car—Mark wheels before taking off—The tires will be balanced but not the front end.
7) Out-of-round tires are now being shaved. Shocks can cause tires to go out-of-round.
8) New tires can eventually "walk" around rim because soap is used by installer.
9) Do not bear down or rub too hard when polishing stainless hood—the crossbars will show thru on the stainless.
10) Armor-All causes film on windows from sun melting the Armor-All—also brown spots on the dash vinyl.
11) One-piece wheel bearings on DeLorean—Are non-serviceable, sealed unit. They will fall apart if removed.
12) When rotors are machined new brake pads should be installed. Shaking of steering wheel upon braking is usually a rotor problem, or pulsing when braking—same thing.
13) Original radiators non-serviceable. They have plastic sides and aluminum core.
14) Pressure *must* be maintained in cool ing system—leaks *must be fixed.*
15) Temperature Gauge: Fans turn on at 207°— should not go above 220° ever. Clog or leak in cooling system or a sheared roll pin may possibly be the cause.
16) Alternators—Use only Motorola 90 amp.
17) *RELAYS*—Door Locks—Red wire from pulse unit when pulled off 25 amp circuit breaker will de-activate the door locks.
18) Door locks are mechanical—Solenoid in each door can jam. Lubricate linkage for easy working condition.
19) Inertia Switch—Cuts off fuel system and stops engine and opens door locks. If car crashed and landed upside down, doors could be opened at that angle.
20) Air/Fuel Mixture: Adjust only with engine running:
    1–Put exhaust gas analyzer in any tail pipe
    2—Set C/O valve .5%
    3—H/C should read between 175 and 225 ppm. If not could be engine vacuum leak.
21) There were 8,583 DeLoreans manufactured.
22) Voltage will drop if ground wire to frame is loose on trailing arm mount.

We enjoyed a happy hour at 6:00 and at 7:00 dinner was served. Afterward, a few words of thanks from Dick Dombrowski to Ed, Stephen and members. A raffle was held; Gerri Houck picked the winners. An informative and good time was had by all.

Meeting was adjourned at 8:30 P.M. Ed and Stephen arrived at the airport for an 11:10 P.M. flight only to find it had been canceled. Another strike against Eastern Airlines.

MORE "REGIONAL" (PAGE 18)

Dearly beloved DeLorean going on eternal trip

BY ROBIN BENEDICK

—DAYTONA BEACH—Philip Miuccio wants to be laid to rest behind the wheel of his shiny DeLorean sports car.

"Who says you can't take it with you when you die?" quipped the 67-year-old Port Orange man. "That car goes with me when it's my time."

To that end, the retired commercial pilot and stock car racer is building a $30,000 marble mausoleum with amber bulletproof windows on a hill overlooking a runway at Daytona Beach Regional Airport.

A zealot about his stainless steel wonder, Miuccio said he just can't imagine being alive or dead without his most treasured possession.

The tomb is shaded by tall cedar trees, and planes constantly drone overhead. It is large enough for the 4½-foot high, 2,700-pound car and two crypts alongside, in case Miuccio decides to be interred in a coffin next to his wife, Anne, 62, instead of placed in the driver's seat alone.

"This is the strangest request we've ever had," said David Collins, general manager of the 20-acre Cedar Hill Memory Gardens in Daytona Beach. "This beats the guy in Edgewater who was buried with his motorcycle."

It took four or five meetings before Collins believed Miuccio was serious. Collins still is trying to persuade Miuccio not to be interred in the car, considering people can peer in. But Miuccio has not made up his mind.

Even his wife was skeptical at first, but she reluctantly went along. "We've always done everything together so it only makes sense that we do this together," she said. "It's a little strange having the car in there with us but I don't think I'll mind.

Miuccio shopped around before finding a cemetery that would let him showcase the silver car and its black leather interior. He walked out of an Ormond Beach cemetery that would only bury the car.

Like the man who designed the car, Miuccio's dreams were shattered about a year ago when he began losing his eyesight from diabetes and could no longer drive his beloved machine. He wonders if he will live to see the mausoleum completed.

John DeLorean's dream died when his company went bankrupt after producing about 8,000 of the cars between 1978 and 1982 at its Northern Ireland factory. DeLorean was a former car designer for General Motors.

Although his failing health has prevented him from taking many long trips in the car, Miuccio still enjoys the stares from people as he cruises around with his driver, Linda Sutliff, 45, in the two-seater car.

Angry and bitter about laser eye surgery that he said virtually blinded him, Miuccio is emphatic about not leaving anything behind to friends and relatives, who he said deserted him in recent months.

"That car is a part of me," said the brash New Yorker, whose expressive hands are part of his animated personality. He looks more like a Texan in his tan cowboy hat and navy leisure-suit jacket as he leans on the sports car's gull-wing doors. "I'm just putting it in there to rub it in their faces."

He and his wife have been married 42 years and have no children. Miuccio has three other cars.

With only 3,756 miles on its odometer, Miuccio predicts his auto will become a collector's item worth twice the $26,000 he paid in 1981. He said he isn't worried about the DeLorean rusting in the mausoleum because the car is made of stainless steel.

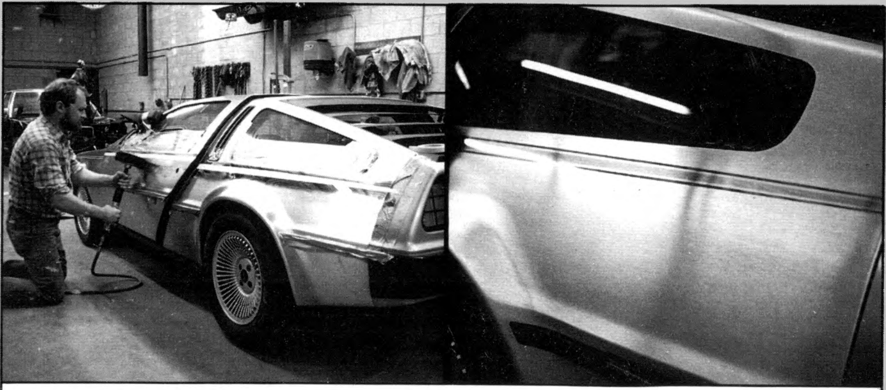
Next week Miuccio will test the 15-foot-high, 12-foot-wide, 18-foot-long mausoleum to make sure the car fits. By that time, the brown marble trim should be in place as well as the small windows.

As for other DeLorean owners, Miuccio could be starting a trend, said Greg Gruetzmacher, a general contractor from Orlando who bought one of the first DeLoreans available.

"I guess if you're gonna go, that is certainly the way to end it," said Gruetzmacher, 50, who belongs to a 2,000-member DeLorean owners association formed in 1983. He has 100,000 miles on his DeLorean.

He described the mostly affluent DeLorean owners as risk takers and dreamers. "We DeLorean owners are a unique bunch," he said. "Damn! I just wish I'd thought of this first. When word gets about, I bet we'll see more of these mausoleums for our cars," he said, laughing.

DELOREAN WORLD/SPRING 1988



Dear DeLorean World

Enclosed are some photos of my car that I thought would be of interest to the Club. I have devised a way to polish a stripe in the stainless steel. The stripe on this car is an exact duplicate of the factory light gray upper stripe. By using different abrasives you can produce different colors in the stainless. Also the panels can be rebrushed to the original finish without any trace of the work that was done. It's a very unique way of personalizing your car, but should not be attempted by someone without the knowledge of this type of metalwork.

If anyone is interested or has any questions or comments, feel free to call my shop at 312-672-9123.

Thank you,
Matt Peterson

Back to the Future

REVISITED

BY GERMAINE RUTKOWSKI

"Oh sure," I said. "Real funny, Richard." Did he really expect me to believe that while I was taking a shower someone called and asked if they could use my DeLorean to make a film and was willing to pay $375?

"I'm not kidding," he said. He went on to say that a woman had called from some movie production company who was doing a takeoff of *Back to the Future* and needed a DeLorean to use for a day. They had rigged up some props to make the car look like the one in the movie. He kept telling me to call the number on the table and see for myself.

Rich tried hard to convince me but I wasn't going to bite. It was too much of a coincidence. I thought surely he stayed up all night thinking this one up—and a pretty clever one at that. I had reason to be suspicious. A couple of days earlier I was all enthused about a suede bomber jacket with an opossum lining that I thought "Santa" might see fit to put under the Christmas tree for me. The best part was that it was ON SALE for a meager *$375.* Well, "Santa" politely explained that any available extra money was spent at DeLorean One for engine parts since I had blown a head gasket a few weeks ago, and it was not too likely that I would find that coat under the tree. (What he really said was, "Are you on drugs??? You *need* that coat like you need a hole in the head.") Well, we women all know that there is no distinction between 'need' and 'want,' but I decided to forget about the coat, at least for a while.

I was still skeptical when I finally consented to speak to Da Marie Beyer of Hamilton & Rossboy Productions. This was the deal:

Hamilton & Rossboy is a local production company specializing in industrial films for corporations that use them for training or other in-house purposes within the company. They were to do a film for the Financial Services Department of Ameritech Publishing (the phone book people). The department had established future goals which came to be known as the "Vision & Mission Statement." The title of the film was *"Back to API's Financial Future."* The Vice President of Corporate Services, Kent Lamkin, later told us that he wanted to get away from the general notion that financial people were dull and old fashioned, so the Back to the Future idea was born.

Everything was set for production except a DeLorean. Da assured me that every precaution would be taken so that nothing would happen to my car and that I would be given another car to drive in the meantime. I thought about it and decided, "Why not?" I usually take the 'worst scenario' approach to any situation and I supposed that it might be a little difficult to explain a disaster to the insurance carrier, but isn't that what insurance is for? We arranged to exchange cars the following day. I have to admit that I was a little apprehensive the entire time this story was taking place. I kept waiting for Allen Funt to appear saying, "Smile . . ."

Filming was to take place all during the night in the parking lot of Ameritech in Troy. We were able to watch some of the preparations being made, but as luck would have it, this was the coldest night imaginable and we didn't stay very long.

A few weeks later we were invited to a rap party where we met most of the people who were involved in making the film. I found it fascinating to learn what goes on behind the scene and what some of the film credits mean. For instance, I never knew what a gripper, gaffer or best boy was. The young men of Acme Special Effects revealed how the flaming tire tracks are done as well as many interesting stories of other films they had worked on, including Evil Dead II.

There are so many details that most of us take for granted when watching a movie. I hadn't thought of the tremendous amount of teamwork and talent necessary to put together even a short film such as this. I have included a copy of the tape with this article and hope that it might be available for viewing at some future convention.

Da told us at the party that she had contacted many DeLorean owners in her attempt to obtain a car to use for the film. Some told her she would have better luck if she asked for their wife and kids—anything but"my DeLorean ." I'm fussy about my car too, but call it greed or what you will. I'm looking out of the window now. It's snowing with a wind chill factor of −22°. I must go out soon. Oh, well. My *new* coat is sooooo warm.

As it turned out, absolutely no harm came to my car. The cardboard props were of course removed from the car when I got it back and no one could ever tell that my DeLorean actually went "Back to the Future." There is still something that puzzles me though, and I haven't told anyone until now. When I leave for work at 7:00 A.M., I hit the freeway at full jiggowatt power because I'm usually late. At precisely 88 MPH I feel a strange sensation. A moment later I am back in my garage. There are flaming tire tracks in my driveway and the clock reads 4:00 P.M. Another day's work done. Do you suppose I'm putting too much plutonium in my gas tank?

***REGIONAL** (FROM PAGE 15)*

Area Regional Chapter 12

by Bill Johnson

The Los Angeles Chapter held a very different event Sunday, January 24th. The site for the activities was the beautiful and luxurious Dana Point Resort perched on a cliff overlooking the ocean.

Over 90 members began the warm sunny day by caravaning down to a point in the marina for a group photo session of the cars.

Upon their return to the hotel, they were greeted by a gala carnival atmosphere in the ballroom . . . games of chance, a caricaturist, bingo, a palm reader, raffle prizes, balloons and much more.

The festivities continued until the huge buffet brunch was served at 1:30. Famished participants devoured just about everything in sight.

After everyone had had their fill, the program was turned over to Chapter President, Bill Johnson. Bill introduced members of the national board of directors who were in attendance as well as his staff of coordinators for the event.

National Area Regional Chapter Director Ed Bernstein then ran the auction like a true Southern auctioneer, plus he raffled off a whole raft of other prizes.

As the sun began to set, the day was brought to a close and the silver gulls began returning to their roosts.

Like most things that are new and different, Seafaire produced a lot of usable ideas for future events as well as a few we won't use again.

Area Regional Chapter 22

by Dick Crawford

To help you prepare your car for the warmer months, Chapter 22's first event of the season will be a DeLorean "Clinic."

On Saturday, April 30, 1988, Rob Grady of P. J. Grady, Inc., a DeLorean specialist, will be the guest of Roy & Merilyn Nutting at 65 Mill Street in Hopedale, MA. For a fee of $25, Rob will be available to go over, under and through your DeLorean and then take it out for a road test. When he is done, Rob will give you a detailed list of items needing attention and repairs to be done.

If time allows and he has the parts on hand, Rob will be available to do some of the work on the spot. This is an opportunity that should not be missed.

If your car is already perfect, come out anyway. This will be a good chance to ask Rob some questions and meet other DeLorean owners that you will be seeing later in the year.

Other events in the works include various car meets, the Newport Motor Car Festival in Portsmouth, RI, on June 19th, the 2nd annual Chapter 22 Bar-B-Q at Lake Winnisquam, NH, in August and a road trip to either western Massachusetts, Vermont or Maine in the fall.

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In the post-1970 sports car class at the 1988 WORLD OF WHEELS in Boston, John & Joan Shaw of Georgetown, MA (right) took 2nd Place with their red 1983 DMC and Art Cameron of Belmont, MA took 3rd with his 1982. The Chapter had 3 DeLoreans at the show and we hope to put in a larger display next year.

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Frustrated Customer: What?! You just replaced them last year. How can this be?

Mr. Goodbolt The trailing arm is only supported on one side at the pivot bushing. This makes a twisting motion and bends the bolt between the bushing and arm.

Frustrated Customer: Is there a way to strengthen that?

Mr. Goodbolt Yes! DeLorean Improvements Inc. manufactures a support kit for these. The support connects to the outer side of the trailing arm and the frame. This provides support to both sides of the trailing arm, essentially doubling the load capacity of the pivot bolt.

Frustrated Customer: Is it difficult to install?

Mr. Goodbolt: Not really. However, it should be installed by a person familiar with auto repair.

Frustrated Customer: This sounds great! How much does it cost and where can I buy one.

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Top–Capitol Building; Above–Steve Kubiak, Chapter 16 Coordinator; Right–Owners Association Concours; Bottom–Poker Rallye Winner, Shirley Teal, with Director John Truscott.

SPECTACULAR *(FROM PAGE 14)*

both with a Flush (one with Spades and one with Clubs); 2nd place – Janet Ricks from Potomac, MD., with three Kings; and 3rd place –Stan Cegnar from Grimsby, Ontario, Canada, and Gail Geraldi from Stony Point, N.Y., both with three Jacks. Congratulations to all of you.

Awards presented and a few words said, we held our raffle with editor of DeLorean World, Kerry Carmody, and his wife Kristie in charge. And, oh, did we have a raffle! There were some great prizes up for grabs as long as you had the winning ticket in your hand.

After our raffle and a few closing words from our President, Kjell Myhre, Ed Bernstein, from DeLorean One was up and at 'em for the Back to the Future 50's Party, which they sponsored. And party they did. People both young and old, had changed to their 50's clothing and got into the swing of things with the help of a D.J. playing the night away to the sounds of 50's, 60's, and

CONTINUED ON PAGE 25

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#005	Gray w/black trim warm-up suit w/Logo; size Sm to XL	44.00
#006	Tee shirt w/Logo printed; available black, gray; Sm to XL; washable	8.00
#006SP	Gray tee shirt with Logo & Washington D.C. event design. Collector's Item. Sm only	10.00
#007	Nylon matching running shorts; size Sm to L; black, gray; washable	9.35
#012	Our best golf shirt (no pocket) w/Logo embroidered; white or gray; M to XL	19.00
#012P	Our best golf shirt (with pocket); Logo embroidered; royal blue or red; Sm to XL	20.00
#014	Black knit zippered vest w/Logo printed (matches #007); Sm to L	16.15
#015	Black knit short sleeved sweatshirt; washable; XL only; w/Logo print	13.00
#016	Black long sleeved sweatshirt; washable w/ Logo; Sm to XL	18.00
#016SP	Black long sleeved sweatshirt with Logo and Washington D.C. event design; collector's item; M only	18.00
#016W	White long sleeved sweatshirt w/ large Logo; Sm to XL	18.00
#017	Ladies' scoop neck tee shirt w/Logo (washable); gray only; L only	13.00
#018X	3 inch iron-on, embroidered patch (black, gray and red border)	3.75
#019	Snap front, black satin, flannel-lined coaches' jacket w/trademark; M to XL	$35.00
#019W	Match to #019 in white, white cuffs & collar; available M to XL	35.00
#023	Official DeLorean Owners Association tie tac	4.00
#024	Official DeLorean Owners Association club pin	2.50
#025	2 inch x 2 inch Logo dash plaque; black on brushed silver	2.00
#026	Brushed silver photo album, 7″ x 8″ cloth lining, nameplate, gift box	35.00
#027	Set of 15 notecards linenweave gray with Logo and envelopes	5.75
#029	Club Logo siltone money clip	5.00
#030	License plate frame w/Logo "My Other Car is a Delorean"	5.00
#031	Round Logo chrome member badge for car	10.00
#032	Logo business card case; silver plate	24.75
#033	Leather key holder	4.00
#034	Full set of prototype photos (24)	20.00
	Half set (12)	12.00
#035	Charcoal sweatshirt, Logo embroidered; M only; washable	19.50
#041	Long sleeved, crinkle cotton top; w/Logo embroidered; white; one size fits all	24.00
#042	Short sleeved, crinkle cotton top; w/Logo embroidered; aqua, peach & white; one size fits all	22.00
#043	100% cotton, oversized tanktop; w/Logo printed; one size fits all; aqua & silver	13.00
#044	Double-sleeve tee shirt; gray heather with pink; Logo print; M to XL	11.00
#045	Squeeze style siltone keyring; w/Logo	5.00

Past issues of DeLorean World ($6.00 Postage paid per issue): (Photo copies) Vol. 1, #1; Vol. 1, #2; Vol. 2, #1; Vol. 2, #2; Vol. 2, #3; Vol. 2, #4. (Printed copies) All volume 3 editions.

SHIPPING CHARGES: $1.75 for orders 25.00 and under; $3.00 for orders 25.01 to 40.00; $4.00 for orders 40.01 to 55.00; $5.00 for orders 55.01 to 70.00; $6.00 for orders 70.01 to 95.00; $7.00 for orders 95.01 and over. "Please allow 4-5 weeks for delivery." "Include Membership Number." Sales tax @ 6.5% California only.

The above items may be ordered from Products Director Debbie Spurlin

Mail order and check (including shipping charges) payable to:
DeLorean Owners Association Products,
8900 Oak Park Avenue, Northridge, CA 91325
Phone (818) 993-1433

Prices subject to change without notice. Merchandise offered subject to availability of stock on hand.

DeLorean Engine Temperature Warning Indicator

by Marc Goldstone of
GROUP OMEGA DESIGN, INC.
Technical Assistance by Ed Bernstein
of DeLorean One

Recently one of the DeLorean Owners Association Board Members had to replace his engine. It was suggested at a subsequent meeting that there is a need for a more noticeable warning indicator to alert the driver prior to the onset of engine damage caused by overheating. At present the only indication of impending engine damage is the dashboard-mounted temperature gauge. Unless this gauge is checked constantly, should the cooling system fail, the engine may be subjected to excessive temperatures which will cause warpage of the block and/or cracking of the heads. The cost of a new engine is several thousand dollars!

The solution to this problem wasn't easy. The circuit had to overcome voltage differences which occur between the engine and the dashboard-mounted temperature gauge. The circuit had to be adjustable to overcome minor differences in the calibration of the sensor-gauge combination from one vehicle to the other. The design and testing of the this custom module for the DeLorean took several months. One of the most difficult items to overcome was to provide protection against destructive voltage transients.

Several design goals were outlined:

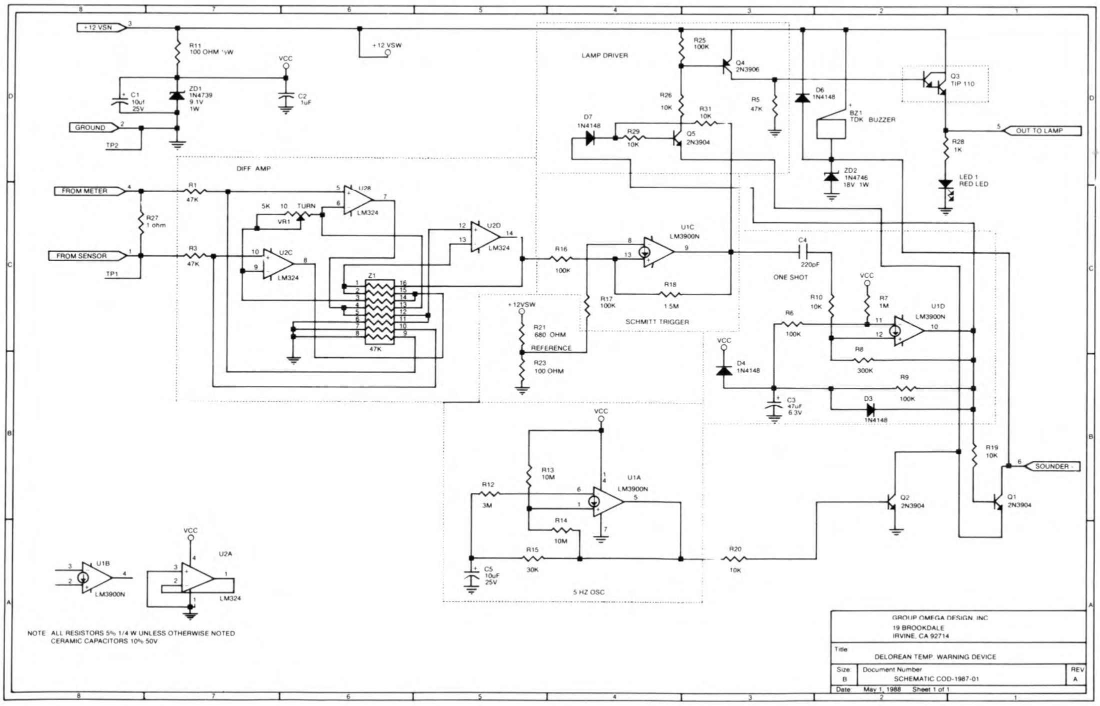
1) It was decided that for ease of installation the module should be located in the relay compartment located behind the passenger seat.
2) The existing temperature sending gauge would suffice.
3) Both audible and visual indications were desirable.
4) The existing fan fail indicator light should be used.
5) An audible alarm should be momentarily activated to alert the driver without causing undue annoyance.
6) When the vehicle is started both the audible and visual indicators should be activated for a few seconds to show that they are functional.
7) The temperature threshold should be adjustable to compensate for variations in the individual sensors which occur from vehicle to vehicle.
8) The device must function over the 10 to 15 volt range.

CIRCUIT DESCRIPTION

The circuit uses an LM324 Operational Amplifier (OP AMP) integrated circuit configured as a differential amplifier. The signal to be measured is available across a 1 ohm current sense resistor. This circuit configuration was chosen to avoid any variation of the trip point due to ground differences present between the engine block and the dashboard-mounted temperature gauge. The next amplifier stage uses an LM3900 OP AMP as a Schmitt trigger, voltage tracking threshold detector. When the threshold is exceeded U1 pin 9 goes high, triggering the next stage of U1 which is configured as a one shot. The time constant of this circuit is approximately 5 seconds. The last OP AMP is configured as a 5 HZ oscillator. The remaining circuitry provides both drive current and electrical isolation from the audible sounder and the fan fail lamp.

For those of you who would like to build the unit yourself, a kit of parts is available. This kit includes a high quality printed circuit board (PCB) as well as all of the necessary components, custom enclosure and assembly instructions. The kit sells for $70.00. Only those experienced in electronic assembly techniques should attempt to build the kit. An assembled and tested module with connecting cable assembly and installation instructions runs $110.00. If you are interested in purchasing either the kit or assembled and tested unit, write or call after 7 P.M. Pacific time at (714) 551-9171; Attn: Marc Goldstone, Group Omega Design, Inc., 19 Brookdale, Irvine, CA 92714.

MORE TECH NOTES (PAGE 26)


+12 VSN
R11 100 OHM ½W
VCC
+12 VSW
C1 10uf 25V
ZD1 1N4739 9.1V 1W
C2 1uF
GROUND
TP2
DIFF AMP
FROM METER
R1 47K
R27 1 ohm
5K 10 TURN
VR1
U2B LM324
U2D LM324
FROM SENSOR
TP1
R3 47K
U2C LM324
Z1 47K
R16 100K
+12VSW
R21 680 OHM
REFERENCE
R23 100 OHM
LAMP DRIVER
R25 100K
Q4 2N3906
R26 10K
R31 10K
D7 1N4148
R29 10K
Q5 2N3904
R5 47K
D6 1N4148
BZ1 TDK BUZZER
Q3 TIP 110
OUT TO LAMP
R28 1K
ZD2 1N4746 18V 1W
LED 1 RED LED
U1C LM3900N
R17 100K
R18 1.5M
SCHMITT TRIGGER
C4 220pF
ONE SHOT
VCC
R10 10K
R7 1M
U1D LM3900N
R6 100K
R8 300K
R9 100K
D4 1N4148
C3 47uF 6.3V
D3 1N4148
R19 10K
SOUNDER -
R13 10M
R12 3M
U1A LM3900N
R14 10M
R15 30K
C5 10uF 25V
5 HZ OSC
R20 10K
Q2 2N3904
Q1 2N3904
U1B LM3900N
U2A LM324
NOTE: ALL RESISTORS 5% 1/4 W UNLESS OTHERWISE NOTED
CERAMIC CAPACITORS 10% 50V
GROUP OMEGA DESIGN, INC
19 BROOKDALE
IRVINE, CA 92714
Title
DELOREAN TEMP. WARNING DEVICE
Size B
Document Number
SCHEMATIC COD-1987-01
REV A
Date May 1, 1988 Sheet 1 of 1

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Clutch & Hydraulics (improved)
Auto Trans Cooler (heavy duty)
Radios (more features)
Power Antenna (more reliable)
Headliners (recontoured)
Fuel Water Separator (added safety)
Muffler Brackets (redesigned)
Alternator (more usable power)
Outside Door Handles (non plastic)
Fan Fail Bypass Kits (recommended)
Coolant Reservoir (non plastic)
A/C Condensor (no aluminum)
A/C Evaporator (no aluminum)

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SPECTACULAR *(FROM PAGE 21)*

70's music. It certainly was a blast from the past and everyone had a great time.

Sunday, at 7:00 A.M., Dorothy Bradley, our Concours Chairperson, was up and about, going over last minute questions from our judges that were provided by our Host Chapter #16. At about 9:00 A.M. all of our entrants were in place and ready for the "Rags Down" signal. Truly, everyone did a fantastic job and I certainly did not envy the judges having to really judge the automobiles. All of the entrants had exceptional automobiles, but, as in all Concours, only so many come away with a trophy. And come away they did. Best of Show went to Henry Kempf from Williston Park, N.Y.; lst Place – David Lancaster from Reynoldsburg, OH; 2nd Place – Betty Hatfield from Sagamore Hills, OH; and 3rd Place –Ronald Klimes from York, PA. Congratulations to you all, for a job well done.

While our Concours was taking place, DeLorean One was hosting their Hospitality Suite where they had set up their products for sale to those last minute people who didn't get a chance to make purchases on Friday night, or who were just deciding before they got ready to head for home, that they had better pick up those items they might need "just in case."

And at the same time that everything else was going on, from 8:00 A.M. to 8:00 P.M. DeLorean Motor Center was sponsoring a DeLorean Clinic by checking over DeLorean automobiles to let their owners know what, if anything, needed to be done to get their Stainless Steel Beauties in top shape. Would you believe; that some of our owners were even able to get some body work done?!

Yes, folks—we all had a fantastic time, and for those of you who were unable to attend, for one reason or another, you certainly missed quite an event. People will be talking about this first event of the year, for some time.

For those of you who took the time to be with us, who came out and supported your Association, we thank you. Without you, there would be no events. They are for you and that's what it's all about!

Those of you who helped make this event such a big success—a sincere thanks, with a Special Thanks to Steve & Paula Kubiak for putting up with all my phone calls during the past nine months, and to your Chapter Members who also helped a great deal.

Now—our Las Vegas Weekend is coming up June 10th and 11th. The DEADLINE for your reservation is May 25th. If you haven't made them, I suggest you do it now.

I, along with the rest of your National Board of Directors, am looking forward to seeing you in June and in September for the Fall Convention (I know it's asking a bit much to expect to see you in Osage Beach, Missouri, come September—but let's face it, you will have loads of fun and meet many interesting people).

Meantime—be prepared to have a good time in Las Vegas come June. We'll see you then!

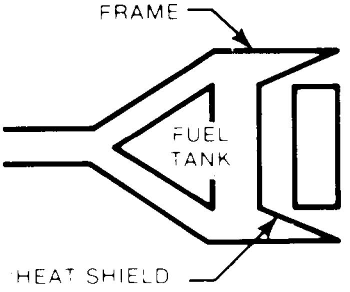
Fuel Pump Troubles?

Problem: My Delorean has a growling noise which seems to come from the dash. This noise is worse with the A.C. on or while driving in stop and go traffic. I replaced the fuel pump but the noise came back. The noise is always worse when the gas is low. What can I do to stop this irritation?!

Solution: Install the "HEAT SHIELD" sold by Delorean Improvements, Inc.!!! The problem is caused by super heated radiator air blowing on the fuel tank and fuel pump. This overheats the pump. This noise is worse when the fuel level is low because the cooling effect of the fuel is reduced. The "HEAT SHIELD" re-directs the radiator air down and under the car and does not hinder cooling system performance. Proven in 26 months of use. The price is only $16.75** for a renewed enjoyment in driving.

order from: **Delorean Improvements, Inc.**
4211 Radnor Rd.
Radnor, Ohio 43066
614/595/3348

** add $4.00 for shipping
Ohio Residents add 92¢ sales tax



We also do quality Delorean maintenance and repairs!

DELOREAN MOTOR COMPANY

SERVICE BULLETIN

As a service to all DeLorean owners, the DeLorean Owners Association and DELOREAN WORLD are reprinting three of the four original DMC Service Bulletins issued through the original DeLorean Motor Cars of America Safety Campaign. For your information and to keep you completely informed we have included all correspondence, in their entirety, as issued by DeLorean Motor Company.

ISSUED 11/12/81

NUMBER SC-01-11/81

CATEGORY: SAFETY CAMPAIGN
ATTENTION: ALL DMC DEALERS/SERVICE MANAGERS
SAFETY CAMPAIGN NO. RA-0001 (RECALL)

BALL JOINTS - STABILIZER BAR MOUNTINGS

*V.I.N. 560-6650**

DMC is initiating the above-referenced safety campaign because it has been determined that a safety problem exists in the front suspension:

A. The stabilizer bar is attached to the lower links and secured by a nut at each end. These nuts may loosen, causing partial or complete detachment of the stabilizer bar from the lower link assemblies. The forward mounting brackets for the stabilizer will be serviced at the same time.

B. Each lower ball joint is mounted through the lower link and steering knuckles and secured by a nut. These nuts may loosen, causing partial or complete detachment of the ball joints. The upper ball joints will be serviced at the same time.

Enclosed please find:

1. A copy of the notification letter sent to all DeLorean owners, dated November 13, 1981.
2. Repair and reimbursement instructions.

Parts Supply

A supply of parts, determined by the number of cars DMC shipped to you, is being shipped free of charge for arrival by November 20.

V.I.N. Listing

A listing of vehicles assigned to your dealership for repair and follow up showing V.I.N. numbers, owner's names, and addresses will be mailed to you during the week of November 16.

For further information, please refer to "Dealer Functions" in the DMC Service Procedures Manual, Section 6, Subsection 02, Page 2.

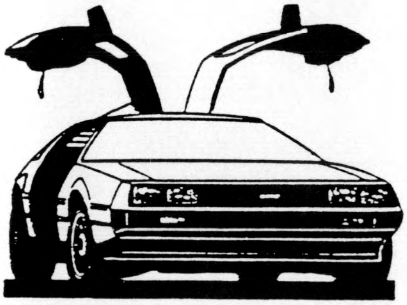
*As of November 17, 1981, all vehicles will be modified by our Quality Assurance Centers prior to shipment to dealers. However, dealers should verify the modification on all vehicles prior to V.I.N. 6650 during pre-delivery service.

Please inform all personnel accordingly.

Lutz Feuerabendt
Technical Service Manager

CONTINUED ON PAGE 30

Take it from a banker who KNOWS DeLoreans



HELLO, I'M FRED LOCKETT.
FROM 9 TO 5 I'M A BANKER,
OTHERWISE I'M A DELOREAN!
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(evenings and weekends – EST)

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address ____________________

city ____________ state ______ zip ______

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________	________	________
Part #	Item	Price

TOTAL: $__________*

* Freight is billed COD

COD ____ Check ____ MO ____

Visa ____ Mastercard ____

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account number

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expires

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signature

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JEWELRY AND SPECIAL THINGS

		$
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J-005	WHEEL RING: Cut out between spokes, 14k Gold or Silver	CALL
J-006	WHEEL PENDANT: Diamond chip lugs, logo, Gold or Silver	CALL
J-014	2.5" SILVER CAR: Tires roll, "glass", with a key chain	225.00
O-242	RADIO CONTROL ASPHALT RACER DELOREAN: Complete	CALL
O-268	CAR CLOTHING: Dress a DMC in designer stripes & decals	CALL
O-269	DMC CARTOONS: 9" Fired clay, doors up, any color	97.50
O-270	CHOCOLATE DELOREANS: Box of car chocolates, 2.5" long	CALL
O-271	PEWETER DMC WITH DOORS UP: Best detail, glass windows!	69.50

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S-043	COMPETITION LOWERED SUSPENSION: 3" Lower, 12% stiffer	330.00
S-044	LOWERED FRONT SUSPENSION: 1.5" Lower, stock rate	165.00
S-045	KYB GAS-ADJUST SHOCK ABSORBERS: Premium quality smooth	249.00
S-049	AIR-ADJUSTABLE FRONT SHOCKS: Adjustable front height	CALL
S-053	TURNING CIRCLE REDUCTION ASSEMBLY: Cuts 8 feet off	CALL
S-057	REAR ANTI-SWAY BAR: Neutral steering	145.00
W-027	THREE-PIECE CAST MODULAR WHEELS: BBS mesh style	1,650.00
W-028	THREE-PIECE CAST MODULAR WHEELS: Ferarri star style	1,750.00
W-030	WIRE WHEELS: 15" Front and rear, knock-offs	CALL
W-033	POLISHED & PAINTED STOCK WHEELS: Black between spokes	550.00

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E-102	TWIN, 3-CHOKE WEBER CARBURETOR SYSTEM: Like a Ferrari	CALL
E-105	TWIN TURBO: Similar to Factory design plan	3,199.00
E-107	RAJAY SINGLE TURBO: Low boost, 200 HP	1,875.00
E-113	ENGINE PRE-LUBER: Pumps oil before start/after shutoff	279.00
T-062	LIMITED SLIP:	CALL
T-063	HIGHER RATIO RING & PINION: For faster acceleration	CALL
T-073	CLOSE-RATIO TRANSMISSION GEARS: 5-Speed only	CALL

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I-177	BURL-WOOD DASH AND CONSOLE TRIM: Carpathian burl	CALL
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A-128	SIDE SKIRTS WITH AIR SCOOPS: Ducts air to engine/trans	CALL
A-141	REAR WING: Add some flair to your rear deck	229.00
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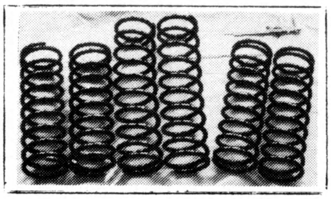
P-204	DMC-12 INSIDE & OUT: DeLorean cut-away illustration	37.50
P-205	GOOD COMPANY: DeLorean, Ferrari, 928, Masarati, Vette	37.50
P-207	SOME BACKBONE: X-frame with engine, tank, wheels etc.	37.50
P-209	THE SNAKE PIT: DeLorean's black Interior	37.50
P-211	CONVERTIBLE & GULL-WING COUPE: By Ted Alexander (B&W)	20.00
P-212	DMC COLLECTOR CAR FROM THE START: With the Facts (B&W)	15.00



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DELOREAN OWNERS ASSOCIATION
MEMBER

We stock DMC parts

"Who ever heard of a service center with a doorman?"

Andy Smith

"Sounds like a fancy hotel, doesn't it?

"Well hardly. Just about all the technicians at DeLorean One are doormen. We have to be, because DeLorean doors are nearly as complicated as the engines. In fact, I think we do more door repairs than anything else.

"Like engines, doors have personalities, too. For instance, a couple of years ago, I had done quite a bit of work on a customer's doors. When I was through, I closed them and 'click,' they locked automatically. The keys were in the car and the owner was flying in to pick it up that day! We tugged, pulled, rocked the car… everything to avoid breaking his window to get into it. The doors wouldn't open. Just then, Ed Bernstein drove up, walked over to the car and casually opened the right door. No problem! We never did figure out why those doors wouldn't open for anyone else.

"It takes a long time to learn the details of DeLorean doors. You can always tell a doorman by his hands. If they're cut up, he's a rookie. If they're scarred, he's a pro. That's because half of what you learn about the doors is how to work on them without getting cut by all the stainless steel edges.

"So, the next time your doors need help, give our doormen a call. We know what we're doing and have the scars to prove it."

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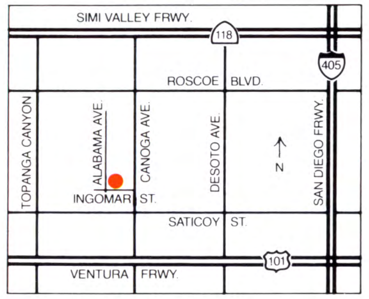
(818) 346-9000 *(inside California)*
21417 Ingomar Street, #6
Canoga Park, CA 91304

- All DeLorean parts and accessories shipped anywhere
- Complete service center



MasterCard
VISA

DELOREAN ONE

BULLETINS (FROM PAGE 26)

IMPORTANT—SAFETY RECALL NOTICE

TO ALL DELOREAN OWNERS;

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DeLorean Motor Company has determined that a defect which relates to motor vehicle safety exists in the front suspension of 1981 DeLorean vehicles. The nuts fastening the stabilizer bar to the lower link and the lower ball joints to the lower link may become loose, possibly resulting in detachment of the stabilizer bar or lower ball joints.

If the nuts securing the stabilizer bar become loose, you may notice a pulsation in the front of the car when the brakes are applied or hear clunking noises from the front suspension. If the nuts securing the ball joints become loose, you may hear similar noises. If you notice such pulsation or hear such noises, stop the car or proceed with extreme caution to the nearest DeLorean facility. Failure to heed these warnings can result in vehicle crash or loss of control.

DeLorean Motor Company will correct the defect without charge by repair of the front suspension at any authorized DeLorean dealer. The stabilizer bar nuts will be replaced with pairs of locking nuts, supporting brackets will be augmented, and the ball joint nuts will be secured by the installation of pins through the ball joint shafts. The estimated repair labor time is one hour. Contact your dealer immediately to arrange a repair appointment. Dealers will receive necessary parts and instructions by November 20, 1981.

Sincerely,
DELOREAN MOTOR COMPANY

RA-0001 11/13/81

INSTRUCTIONS

SAFETY RECALL CAMPAIGN RA-0001

To perform the following operations Kit No. 109239 is provided consisting of:

4 Nuts	SP 10179	Ball Joints
4 Split Pins	SP 10340	Ball Joints
2 Plates	110678	Stabilizer Bar
2 Nuts	SP 10040	Stabilizer Bar Nut Thin
2 Nuts	SP 10330	Stabilizer Bar Nut Thick
4 Locking Tab Washers	110686	Stabilizer Bar Bracket

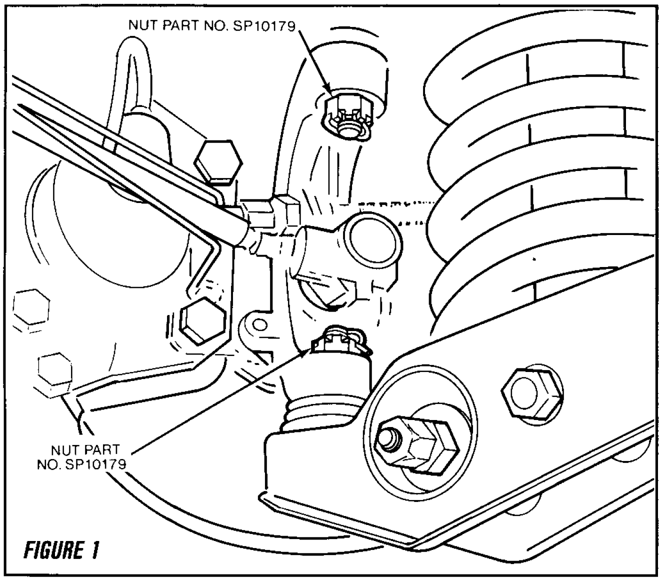


FIGURE 1

REPAIR PROCEDURE – BALL JOINTS

NOTE: Any worn or damaged parts observed during the repair operation must be replaced.

1. Place vehicle on suitable hoist.
2. Raise hoist to waist height and remove both front wheels.
3. Turn steering wheel to full right-hand lock.

CAUTION: SAFETY SUPPORT LOWER CONTROL ARM BEFORE PERFORMING STEP 4.

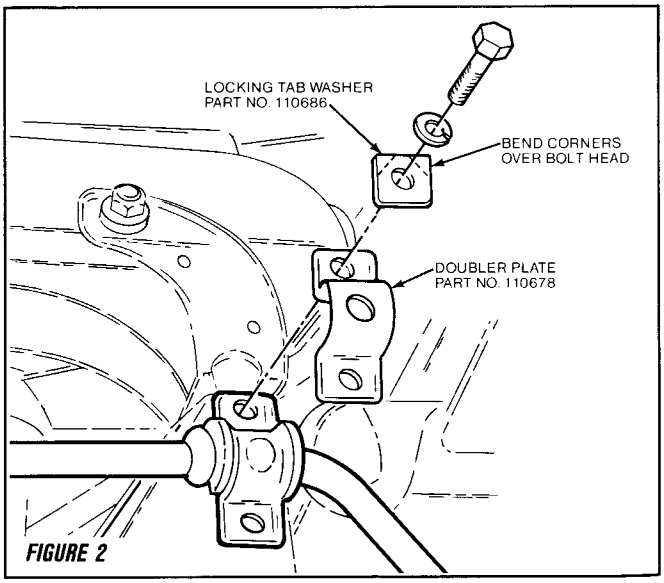

LOCKING TAB WASHER PART NO. 110686
BEND CORNERS OVER BOLT HEAD
DOUBLER PLATE PART NO. 110678

FIGURE 2

4. Remove left-hand existing ball joint upper and lower retaining nuts and discard.
5. Install castellated nuts Part No. SP 10179 to upper and lower ball joint. Torque to 50 NM (37 ft/lbs.)
6. Using slots in nuts as guide, drill 3.3mm hole through the ball joint's threaded studs.

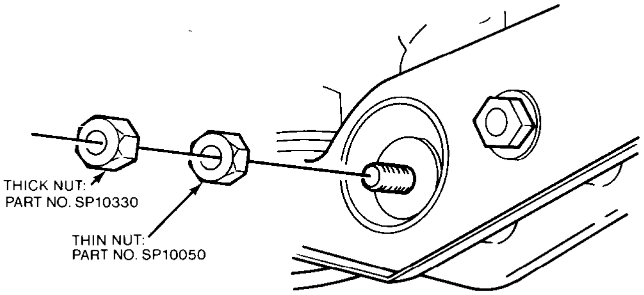


FIGURE 3

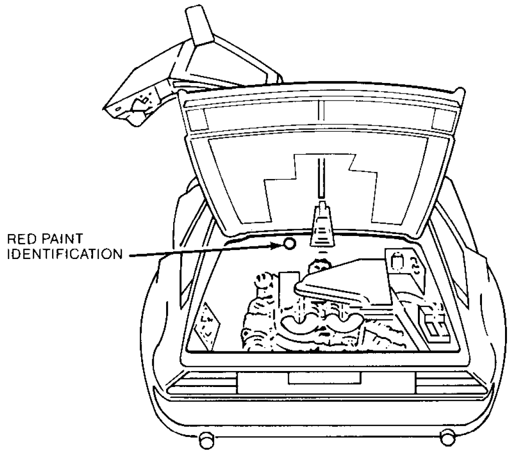


FIGURE 4

7. Remove metal shavings.
8. Insert split pins Part No. SP 10340 3mm x 26mm. Bend the pin ends—lower portion over nut and top portion over ball joint thread.
9. Repeat procedure for right-hand side upper and lower ball joints.

REPAIR PROCEDURE – STABILIZER BAR MOUNTING BRACKET

1. Raise hoist to full height.
2. Remove (one at a time) left and right-hand stabilizer bar bracket retaining bolts.

NOTE: Do not discard brackets or fasteners.

3. Install reinforcement bracket Part No. 110678 **over** the existing bracket.
4. Install lock tab, lock washer and bolt as shown in Figure 2 (using existing lock washer and bolts).
5. Torque bolts to 35NM (26 ft/lbs.).
6. Bend locking tabs as per Figure 2.

STABLIZER BAR TO LOWER LINK MOUNTINGS

1. Remove existing nylock nut and discard.
2. Clean stabilizer bar threads.
3. Coat stabilizer bar threads with Stud-N-Bearing Mount Loctite or Stud-N-Bearing Mount Permatex. Install thin nut Part No. SP 10050 and torque to 60 NM (44 ft/lbs.
4. Recoat remainder of the thread with Stud-N-Bearing Mount Loctite or Stud-N-Bearing Mount Permatex and install thick nut Part No. SP 10330 and torque to 90NM (68 ft/lbs).
5. With red paint, color code all areas of rework: top and bottom ball joints, right and left-hand front stabilizer bar mountings, rear stabilizer bar mountings.
6. Lower hoist to waist level, mount road wheels and torque to specification 80NM (59 ft/lbs).

Lower vehicle to ground. Raise engine cover and apply a red paint dot, for identification purposes, to the engine firewall, approximately 2 inches to left of engine cover stay. (See Figure 4.)

ISSUED 11/20/81
NUMBER SC-03-11/81
SAFETY CAMPAIGN A-0001 (SERVICE BULLETIN SC-01-11/81)

RED PAINT MARKINGS

V.I.N. 2333 TO 5600

The factory has informed us that on vehicles from V.I.N. 2333 to 5600 a red paint marking on the ball joints and ball joint nuts has been used for other production identification reasons on *vehicles affected by the above campaign.*

Therefore, the red dot in the engine compartment and inspection of the ball joint nuts (must have castellated nuts and cotter pins) must be used to determine whether a vehicle has received the campaign work.

Please inform all personnel concerned.

Lutz Feuerabendt
Warranty Manager

CONTINUED ON PAGE 32

BULLETINS (FROM PAGE 31)

Issued 11/25/81
NUMBER SC-04-11/81
RECALL ACTION RA-0001

NUTS FOR BALL JOINTS/ BALL JOINTS ALTERNATE REPAIR PROCEDURES

Please observe the following when performing the repairs:

Ball Joint Nuts Part No. SP 10179

The repair kit contains 4 ball joint nuts. However, due to supply problems, a small number of kits may contain nuts that are slightly higher (11mm instead of 9mm). The higher nut (11mm) is usable, however, difficulties may be encountered when drilling the hole for the cotter pin after installing the nut on the upper ball joints. Due to the height of the nut, the drilled hole may be too close to the end of the ball joint stud which is case hardened and has a tapered hole. This condition may hamper drilling or cause breakage of the drill bit—cautious drilling may overcome this problem.

Part No. SP 10179, 9mm high nuts may be ordered through the DMC Parts Department.

Lower Ball Joint Threads

On a few vehicles lower ball joints with a *larger diameter thread* may be encountered, and the nuts supplied with the kit will not fit.

Option A: Obtain locally Grade 1, zinc plated castellated nuts ½ inch x 20 UNF.

Option B: Order nut through DMC Parts Department by description.

NOTE: The lower ball joint threaded stud may already be drilled, and in some cases the castellated nut cutouts may have to be filed deeper to allow insertion of a cotter pin. Do not over-torque to obtain clearance for the cotter pin, and do not drill a second hole in the ball joint stud.

Ball Joints From Spare Parts Stock

When installing any ball joints from parts stock, care should be taken to secure such ball joints as outlined in the campaign procedures.

Information regarding disposition of ball joints in spare parts stock will follow in the near future.

Please inform all personnel concerned accordingly.

Issued 12/1/81
NUMBER SC-04-12/81
Re-Issue
Please mark Service Bulletin
SC-04-11/81 dates 11/22/81 as superseded.
RECALL ACTION RA-0001

NUTS FOR BALL JOINTS/ BALL JOINTS ALTERNATE REPAIR PROCEDURES

Please observe the following when performing the repairs:

Ball Joint Nuts Part No. SP 10179

The repair kit contains 4 ball joint nuts. However, due to supply problems, a small number of kits may contain nuts that are slightly higher (11mm instead of 9mm). The higher nut (11mm) is usable, however, difficulties may be encountered when drilling the hole for the cotter pin after installing the nut on the upper ball joints. Due to the height of the nut, the drilled hole may be too close to the end of the ball joint stud which is case hardened and has a tapered hole. This condition may hamper drilling or cause breakage of the drill bit—cautious drilling may overcome this problem.

Please inspect the repair kits received for 11mm nuts and order an equal quantity of 9mm replacement nuts using Part No. SP 10179

Lower Ball Joint Threads/Nuts—V.I.N. 1794-3300

On these vehicles lower ball joints with a *larger diameter thread* may be encountered, and the nuts supplied with the kit will not fit. Therefore, the following nuts must be used:

Nut: Part No. SP 10861

Ball Joints From Spare Parts Stock

When installing any ball joints from parts stock, care should be taken to secure such ball joints as outlined in the campaign procedures.

Information regarding disposition of ball joints in spare parts stock will follow in the near future.

Please inform all personnel concerned accordingly.

Lutz Feuerabendt
Warranty Manager
Enclosures: Initial Supply of 2 SP 10861

RA-001 81V-138 1/21/82

IMPORTANT SAFETY RECALL NOTICE SUPPLEMENT READ CAREFULLY

TO ALL DELOREAN OWNERS;

In mid-November, you received a notice from DeLorean Motor Company (DMC) concerning a safety defect in the front suspension of 1981 DeLorean vehicles. DMC had determined that the nuts fastening the stabilizer bar to the lower link and the lower ball joints to the lower link might become loose, possibly resulting in detachment of the stabilizer bar or lower ball joints. Many of you have had your cars repaired by now.

In pre-installation inspections, however, DMC has recently discovered that some of the replacement nuts used on the ball joints (not on the stabilizer bar) in this safety recall campaign have been cracked. DMC has decided to replace all of this type of nut with new nuts to insure that no problems occur. There is no evidence that the nuts will crack in use. Even if the nuts were cracked at the time of installation, or if they crack in use, there is no evidence that they will detach from the ball joints or that there will be any loss of vehicle control.

DeLorean Motor Company will replace these nuts, augment supporting brackets on the stabilizer bar and inspect it without charge at any authorized DeLorean dealer. The estimated repair time is less than one hour. Contact your dealer immediately to arrange an appointment. Dealers will receive the necessary parts and instructions by January 27, 1982.

Sincerely,
DELOREAN MOTOR COMPANY

LUBRICATION OF UPPER & LOWER BALL JOINTS

The DeLorean is especially easy to lube, having ony four lube points. By the way, you may need a lube gun with a flex hose. Before attempting to lubricate the ball joint, it is necessary to wipe the lube point off. Connect the lube gun and give the joint 3 or 4 good pumps of grease. The other lube joint is located below the top one and may be accessed by reaching beneath the wheel. Once you know where the lube points are, it is unnecessary to remove the wheel to perform this maintenance procedure. The ball joints should be lubricated every 4,000 miles.

RA-0002 1/21/82

IMPORTANT SAFETY RECALL NOTICE

TO ALL DELOREAN OWNERS;

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DeLorean Motor Company has determined that a defect which relates to motor vehicle safety exists in the throttle linkage of 1981 DeLorean vehicles. In very cold weather, moisture may enter the throttle cable housing and freeze inside it, possibly resulting in throttle sticking. In addition, if there is insufficient slack in the throttle cable in the engine compartment, the cable may bind, preventing the throttle from closing completely to the idle position.

If moisture inside the cable housing freezes, you will notice that the throttle tends to return to the idle position more slowly than usual or remains fixed in position. This condition may occur either when the car has been left overnight or while the car is being driven in freezing weather. If you notice that the throttle returns to the idle position too slowly, or if it operates and returns normally but fails to close entirely to the idle position, stop the car or proceed with extreme caution to the nearest DeLorean dealer. If the throttle remains fixed in any position, stop the car (if necessary, turn off the ignition key but do not remove it while the car is still in motion) and notify the nearest DeLorean dealer. Failure to heed these warnings can result in vehicle crash or loss of control.

DeLorean Motor Company will correct the defect without charge by repair of the throttle linkage at any authorized DeLorean dealer. The estimated repair labor time is less than one hour. Dealers will receive necessary parts and instructions by January 27, 1982.

Sincerely,
DELOREAN MOTOR COMPANY

NUMBER SC-02-1/82
SAFETY CAMPAIGN NO. RA-0002

THROTTLE CABLE ASSEMBLY

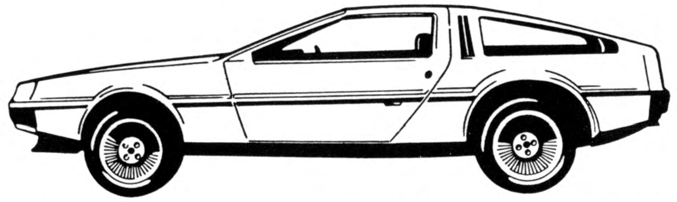
Please be advised that the VIN range for vehicles requiring safety campaign No. RA-0002 was inadvertently omitted from Service Bulletin SC-01-1/82.

The vehicles requiring this campaign range from VIN 560 to VIN 7199.

Please inform all personnel concerned.

William A. Charles
Director, Service/Parts

CONTINUED ON PAGE 35



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THE FIT Custom-made for your car year, make and model, the UVS100 is held against the windshield by simply folding down the visors. That's all! No hardware, no hassles. And the soft grey flannel on the inside won't scratch interior surfaces.

THE CONVENIENCE Easy to use, the UVS100 quickly accordian folds for handy storage so you can use it many times a day. The optional storage bag keeps your UVS100 clean, compact and close at hand.

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- ► *Customers report 2 plus miles per gallon improvement at highway speeds.*

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AVAILABLE FOR ANY CAR WITH RECESSED HEADLAMPS
CHECK WITH US FOR YOUR MAKE AND MODEL. SAME LOW PRICE FOR ALL

THROTTLE (FROM PAGE 33)

Number SC-05-1/82
SAFETY CAMPAIGN RA-0002

THROTTLE CABLE ASSEMBLY

Please be advised that the part number for the complete parts kit was incorrectly printed for Service Bulletin SC-01-1/82 dated 1/20/82. The correct kit part number is 109168.

Please inform all personnel concerned.

William A. Charles
Director, Service/Parts

THROTTLE CABLE MODIFICATION

1. Allow the throttle cable to thaw.
2. Remove the air cleaner assembly and disconnect the throttle cable from the threaded adjuster. At the accelerator pedal, pull the cable through the cable housing leaving one inch of cable extending from the housing in the engine compartment.

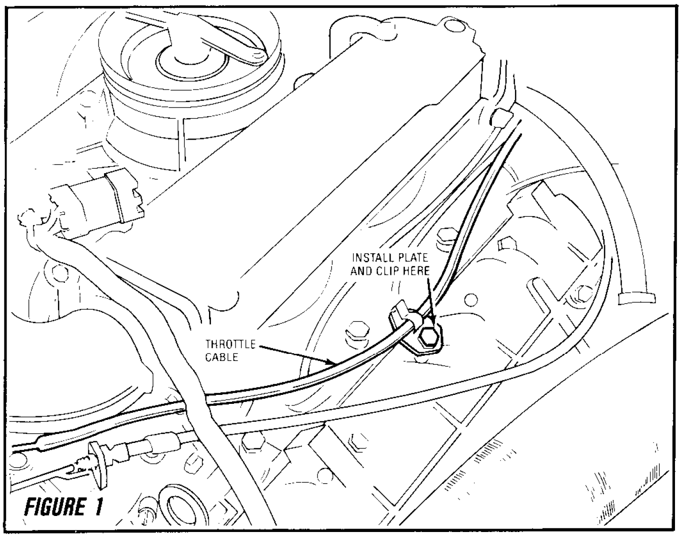

FIGURE 1

3. Route the throttle cable and housing assembly over its mounting bracket. There should only be enough slack in the cable assembly to allow the cable housing to reach from the engine compartment bulkhead grommet to the return spring stop post. Cable housing length must be measured with the cable housing taut. Adjust the cable assembly length at the bulkhead grommet if necessary.
   NOTE: If this cable assembly will not reach the return spring stop post and this length is less than 550 mm (23 inches) replace cable assembly.
4. Protect the carpet under the pedal box assembly with shop towels.
5. Fit a suitable length of rubber hose onto the cable housing with the other end fitted to a pump type oil can filled with a 55/45 mixture (ethylene-glycol/water) anti-freeze solution. Ensure a tight fit at both ends of the rubber hose.
6. Pump the anti-freeze solution through the cable housing until it exits at the accelerator pedal connection in a steady flow.
7. Pack the throttle cable threaded adjuster with Dow Corning Molykote #33 (medium weight) and reinstall the cable housing into its threaded adjuster (Figure 2).
8. Attach the cable plate and clip assembly (plate P/N 109267 & clip P/N SP10881) with the existing valve cover bolt at position shown in Figure 1. Ensure the cable clamp fits tightly to the cable housing and exerts cable housing pressure toward the threaded adjuster.
9. Install the supplied seal (P/N 11118 3) on the throttle adjuster as shown in Figure 2.
   NOTE: Warming the seal may make fitting it to threaded adjuster easier.

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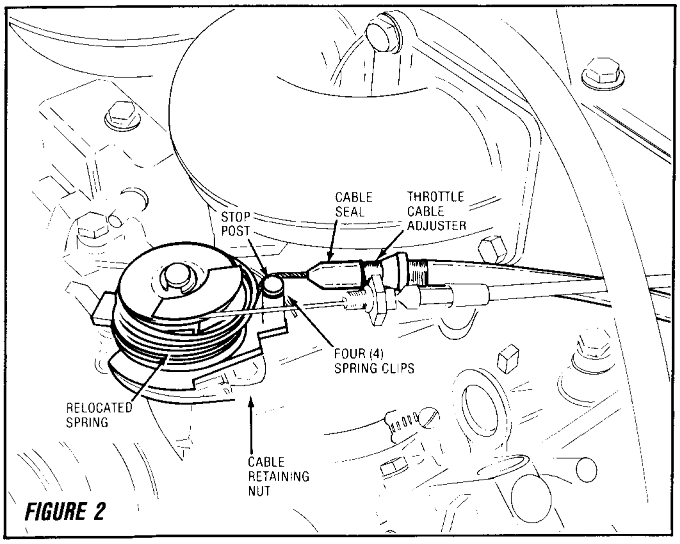


FIGURE 2

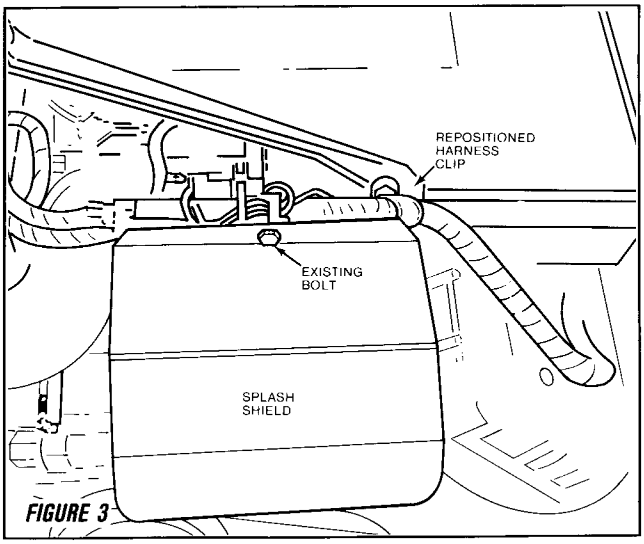
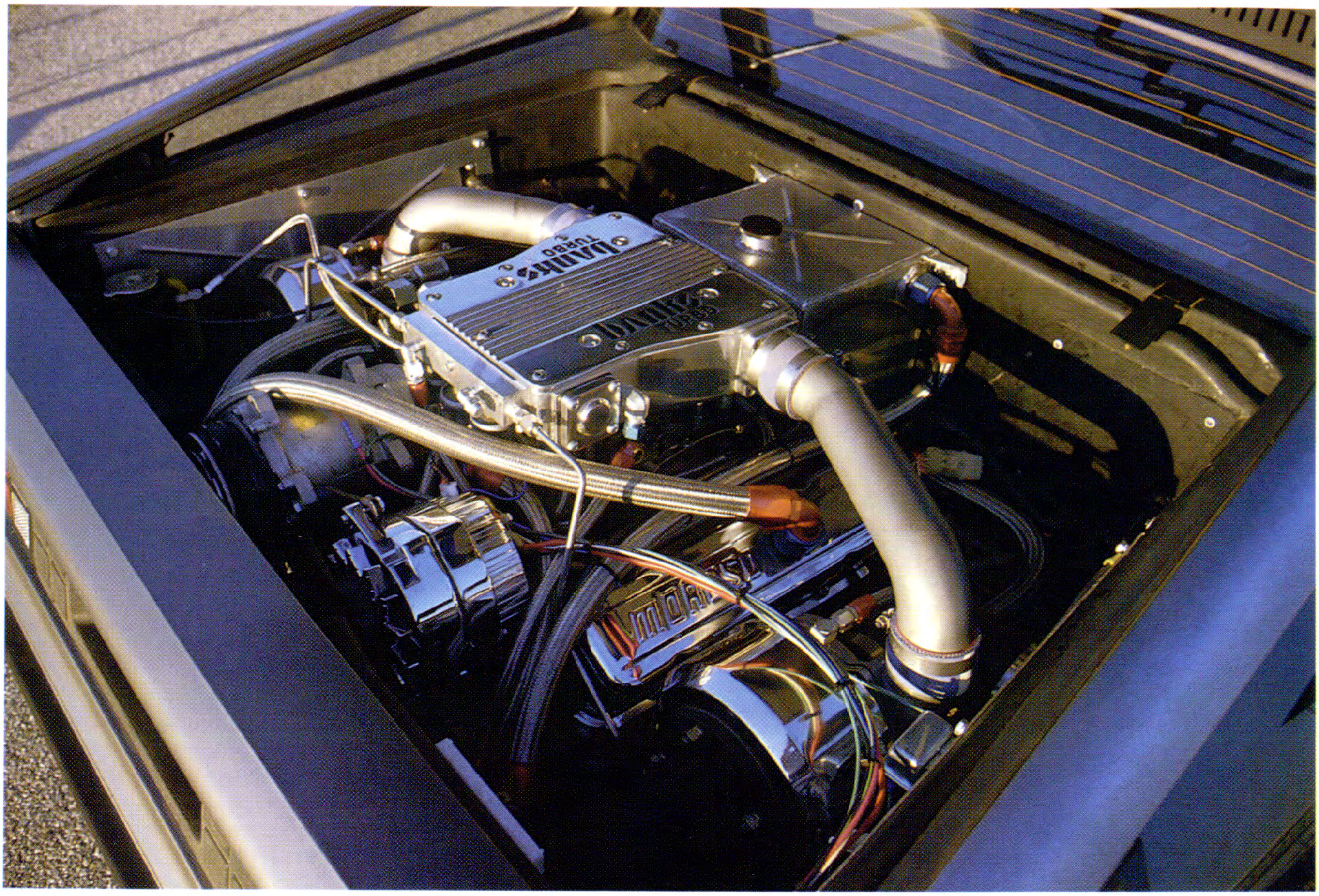
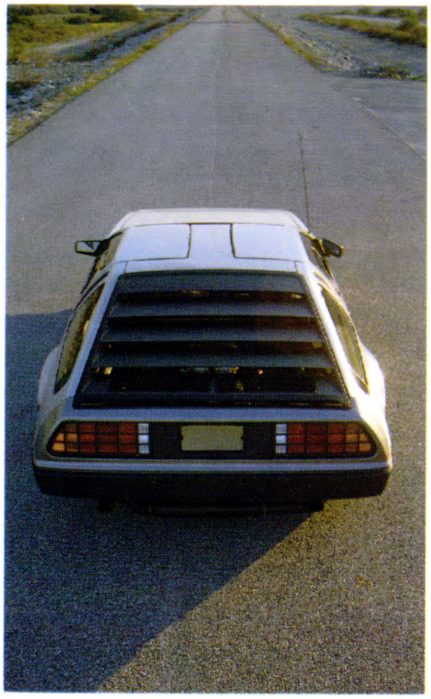


FIGURE 3





FASTEST *(FROM PAGE 9)*

rear deck Banks and crew shoehorned in a 3.8 liter Buick V6 that churns out about 525 horsepower at 14 to 16 pounds of boost through the twin turbo system. At a comfortable half-throttle, the DeLorean is running on six to eight pounds of boost and, according to one engineer intimately involved with the project, "I really don't want to be in it at full throttle!"

Project mastermind Gale Banks, who makes it a point to spend as much time as possible around horsepower like this, points out that with the proper fuel, the car would top the 700 horsepower mark with relative ease.

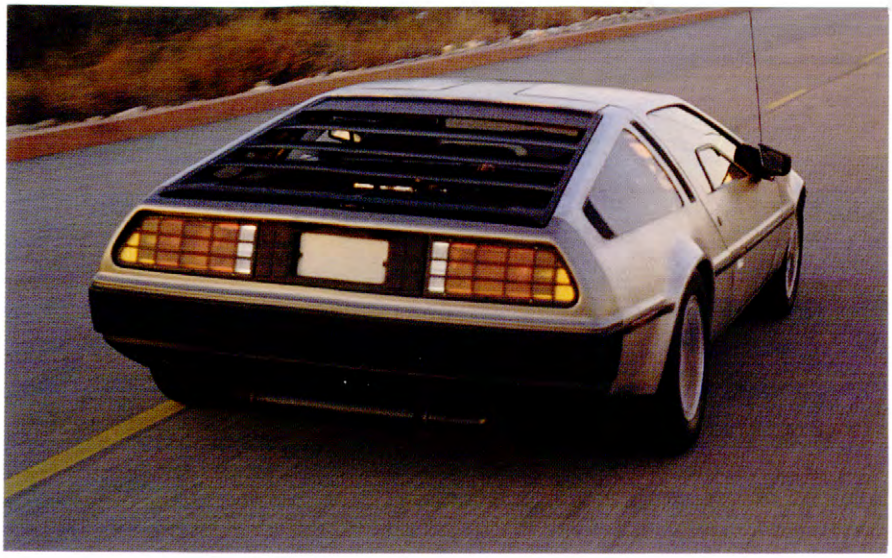
Of course, the big question is whether or not the DeLorean drivetrain -- and especially the none-too-strong Renault transaxle -- can handle all the power. Indeed, the toughest part of the entire six month long project was mating the new engine to the transaxle, a job fabricators say took fully half of the project's development time and effort.

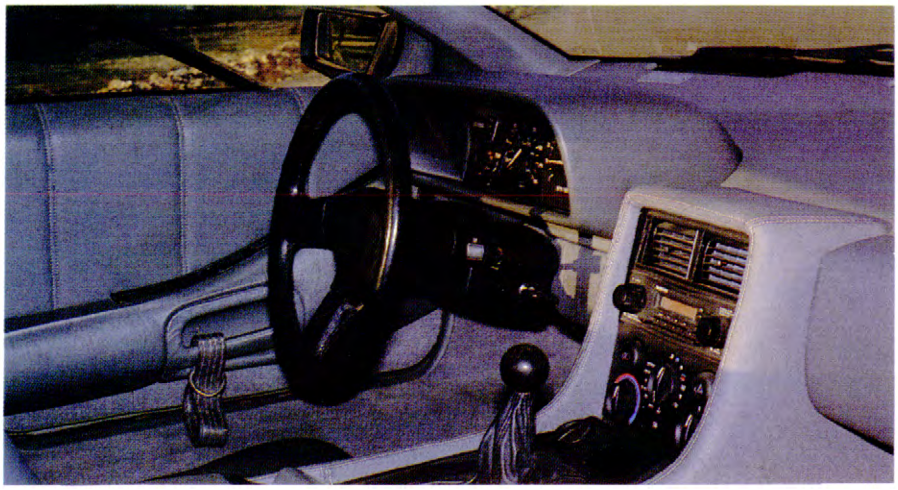
Up front, a specially built heavy duty radiator helps keep the engine cool. Apart from that system and a new solenoid control Banks is testing for automatic electric fans, there's no outward indication of what lurks in the engine compartment. That's where the 1981 Buick powerplant resides. The top end of the Buick has Stage I heads ported and polished by Banks, and the lower end is a Stage II four bolt block, modified for the dry sump oiling system necessary to maintain adequate ground clearance. The dry sump system itself is a Banks design, and the dry sump pump is by Weaver Brothers.

A Buick heavy duty crankshaft and forged connecting rods hook into Banks' 7.5:1 Reverse Deflector pistons using Sealed Power Plasma-Moly rings. The valvetrain uses a Banks Turbo Torque camshaft, TRW valves, Isky valve springs, Harland Sharp roller rockers, Smith Brothers pushrods and Rhoads lifters.

Drawing air into the DeLorean is a Banks-modified Holley intake manifold and a Holley 650 cfm carburetor modified for this special application by Turbo Systems.

The 5-speed connects to the rear wheels through a Hayes Centerforce dual disc clutch and flywheel. A Buick Power Source





ignition lights the fire (easily, we may add; it's still a low compression engine). At the rear, Banks' Hi-Flow exhaust system reduces back pressure.

All this created a DeLorean that twitches, shudders, and growls. As Banks himself says, "It sounds sassy."

That's putting it mildly. This car fairly screams into life, and keeps occupants entertained with a variety of threatening sounds. The car now redlines at 7000 rpm (up about a grand in that department) and it takes guts to pull that in *any* gear. The clutch is as stiff as a NASCAR racer's, but operates with less pressure at higher rpm. Initially, putting the car into gear is quite a chore. Braking on the DeLorean was never wonderful, and now of course is less than adequate with the added weight and excessive power.

This car provides the neck snapping acceleration the DeLorean body had always promised. Under full throttle it wants to go sideways, it doesn't want to turn, it can't slow itself down especially well, and the front end is so light you're never positive the front tires are on the road, much less doing an adequate job of steering.

But there's power here. More than in any Italian or German exotic, more than can be used on the street. Anyone who claims there is no substitute for a V12 or V8 never drove a twin turbo V6 from Gale Banks. This is confident power that never fails to capture the imagination. Race cars have power like this, pure and simple, and the car is even emissions legal, according to the owner.

This DeLorean shakes, rattles and rolls at idle, and to call the engine cammy would do the term injustice. Kidney belts should be issued to all passengers. Take the inherent comfort and elegant lines of the stock DeLorean and add the power of this engine and you've got a variation on a theme that perhaps even John DeLorean himself never thought of. But I can guarantee one thing. If John had had *this* DeLorean, he might have stood a much better chance of escaping from all his troubles.

THROTTLE *(FROM PAGE 35)*

10. Remove the outer throttle return spring. On cars equipped with automatic transmissions as illustrated in Figure 2, it will be necessary to remove "E" clip, bushing and plate.
    Modify the outer return spring by taking the upper end of the spring and passing it over the top and under the first coil. (Figure 2)
    Reinstall return spring and liberally lubricate the throttle spool and return spring with WD-40.
11. Install the four (4) internal tooth spring clips supplied (P/N SP10882) to groove in return spring stop post, as shown in Figure 2.
12. Reinstall the throttle cable to the throttle spool and adjust. Ensure the lower end of spring is placed under the spring clips installed in Step 11.
13. With the throttle spool in full rest position the cable should be taut but not influence throttle spool position.
14. To achieve the above condition loosen 8 mm cable retaining nut located on the bottom of the throttle spool and pull on the throttle cable end until taut. Retighten the nut.
    NOTE: Fine adjustment can be achieved by adjusting cable housing threaded adjuster.
15. Check the full throttle position by depressing the accelerator pedal to the floor. The throttle spool should touch the full throttle boss. Ensure the smooth operation of the complete throttle linkage mechanism from the pedal to the throttle plates.
16. Install the splash shield (P/N 11118 4) to the air inlet manifold using existing bolt as shown in Figure 3. Ensure the installation is firmly located and free from vibration.
17. Relocate the wiring harness away from edge of splash shield using one of the harness retention clips as shown in Figure 3.

FRONT SUSPENSION MODIFICATION

1. Raise the car on a hoist and remove both front wheels.
2. Turn the steering wheel to the full right stop.
   CAUTION: Support the lower control arms with floor stands before proceeding to Step 3.

FIGURE 1

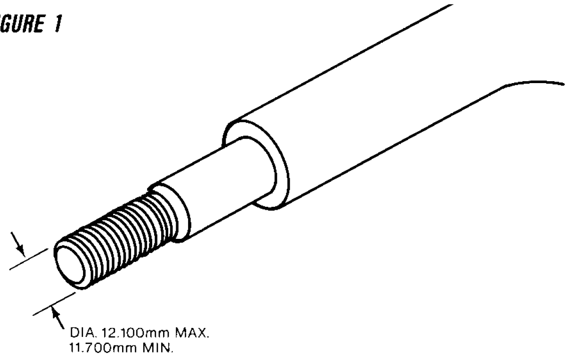
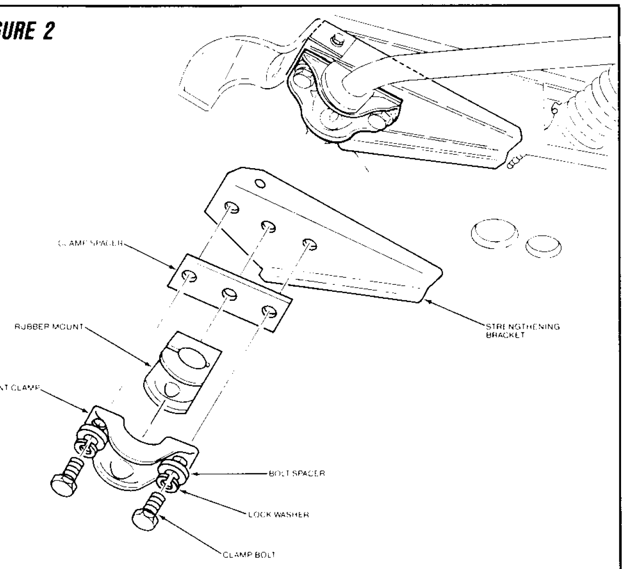


FIGURE 2



3. Working on the left side, remove the upper and lower ball joints to steering knuckle retaining nuts and discard.
4. Install the supplied tinted blue castellated nuts (P/N SP10877) to the upper and lower ball joints. Torque to 50 NM (37 ft.lb.).
5. If the upper and lower ball joints installed on the vehicle being modified do not have holes drilled in their threaded studs perform the following:
   Using the slots in the castellated nuts as a guide, drill a 1/8" hole through the ball joints' threaded studs. Remove all metal shavings.
6. Install the supplied cotter pins (P/N SP10340) 3 mm x 25 mm.
7. Repeat this procedure on the right side.
8. Allow front suspension to rest at its full travel. Remove the four (4) bolts securing both stabilizer bar mounts to the chassis extension and discard bolts and lock tabs.
9. Remove both stabilizer bar mounts and doubler plates, if the vehicle is so equipped, and discard. Retain both rubber mounts, spacer plates and lock washers for reinstallation.
   NOTE: The doubler plates, if equipped, were previously installed in Campaign RA-0001.
10. Remove nuts securing the stabilizer bar to each lower control arm and discard. Remove the stabilizer bar and end washers.
11. With a micrometer, measure the outside diameter of the threaded end studs on the stabilizer bar (Figure 1). Reading must be 12.1 mm (.476 inch) maximum to 11.7 mm (.460 inch) minimum.
    NOTE: If the reading is below 11.7 mm (.460 inch) replace the stabilizer bar with new unit (P/N 100233).
12. Clean the stabilizer bar threads.
13. Remove the side bolts securing the radiator mounting bracket to chassis extension.
14. Position the two (2) supplied strengthening brackets (P/N 111140 - right and P/N 111141 - left) to the front chassis extension. The side of the brackets should be positioned under the radiator bracket side tab and loosely attached with the side bolt.
    NOTE: The side tab of the lower radiator mounting bracket may be pried slightly outward to allow the strengthening bracket to be installed.
15. Carefully inspect the weld nuts located in the chassis extension to which the stabilizer mount attaching bolts affix for damaged threads.
    If there is any indication of damaged threads, the threads must be replaced by the use of a Helicoil.
    Install a 10 mm Helicoil (DMC P/N SP10534) as per the manufacturer's instructions.

NOTE: Loctite 270 must be used when installing the Helicoil and allow at least 40 minutes for the Loctite to cure.

16. Locate stabilizer bar into lower control arms and position bar to chassis extension.
17. Reinstall the stabilizer bar rubber mounts.
    NOTE: The "rounded" side of the mounts should face forward.
18. Reposition the original clamp spacers and the supplied stabilizer mount clamps (P/N 108998) and secure to the chassis extension with the supplied bolt spacers (P/N 111205), the original lock washers and the supplied bolts (P/N 111204) after the bolts are coated with Loctite 242 (See Figure 2). Torque to 35 mm (26 ft.lb.).
19. Reinstall stabilizer bar end washers and coat stabilizer bar end stud threads with Stud N-Bearing Mount Loctite or Stud N-Bearing Mount Permatex. Install supplied nut (thinner -P/N SP10050) and torque to 60 NM (44 ft.lb.).
20. Recoat remainder of the thread with Stud N-Bearing Mount Loctite Stud N-Bearing Mount Permatex and install supplied nut (thicker P/N SP10330) and torque to 90 NM (68 ft.lb.). When performing this step, ensure that the thin nut installed in Step 19 does not move.
21. Color code of all areas of rework with blue paint;
    -upper and lower ball joint nuts
    -both stabilizer bar mountings
    -end stabilizer bar mountings
22. Position and secure front wheels. Torque to 80 NM (59 ft.lb.).
23. Lower car on a hoist. Raise rear sunshade louver and engine cover.
24. For identification purposes, apply a blue paint dot to the engine bulkhead approximately two (2) inches to the left of the engine cover stay base.
25. Close the engine cover and sunshade louver.

7/16/82
RA-0003
#82V-030

IMPORTANT – SAFETY RECALL NOTICE

Dear DeLorean Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DeLorean Motor Company has determined that a defect which relates to motor vehicle safety exists in the fuel cutoff system of 1981 and 1982 DeLorean vehicles. An inertia switch designed to cut off the fuel pump during accidental impact may not operate properly, allowing the fuel system to continue in operation after an accident with possible fire hazard.

Sincerely,
DE LOREAN MOTOR COMPANY

ISSUED 7/16/82
NUMBER SC-06-7/82
SAFETY CAMPAIGN NO. RA-0003 (RECALL)

INERTIA SWITCH

ALL 1981 MODEL YEAR VEHICLES - VIN 560-7199
1982 MODEL YEAR VEHICLES - 10001-11127

DMC is initiating the above referenced safety campaign because it has been determined that a safety related problem exists within the inertia switch.

There are two modes of malfunction:

A) The inertia switch can go to an open circuit condition which will result in the fuel pump becoming inoperative.
B) In the event of a collision, the inertia switch's internal contracts may remain closed and therefore would not interrupt fuel pump operation.

We are requesting DMC dealers to replace and relocate the inertia switch on all 1981 model year DMC vehicles from VIN 560 to 7199 and replace the inertia switch on 1982 model year vehicles from VIN 10001 to 11127.

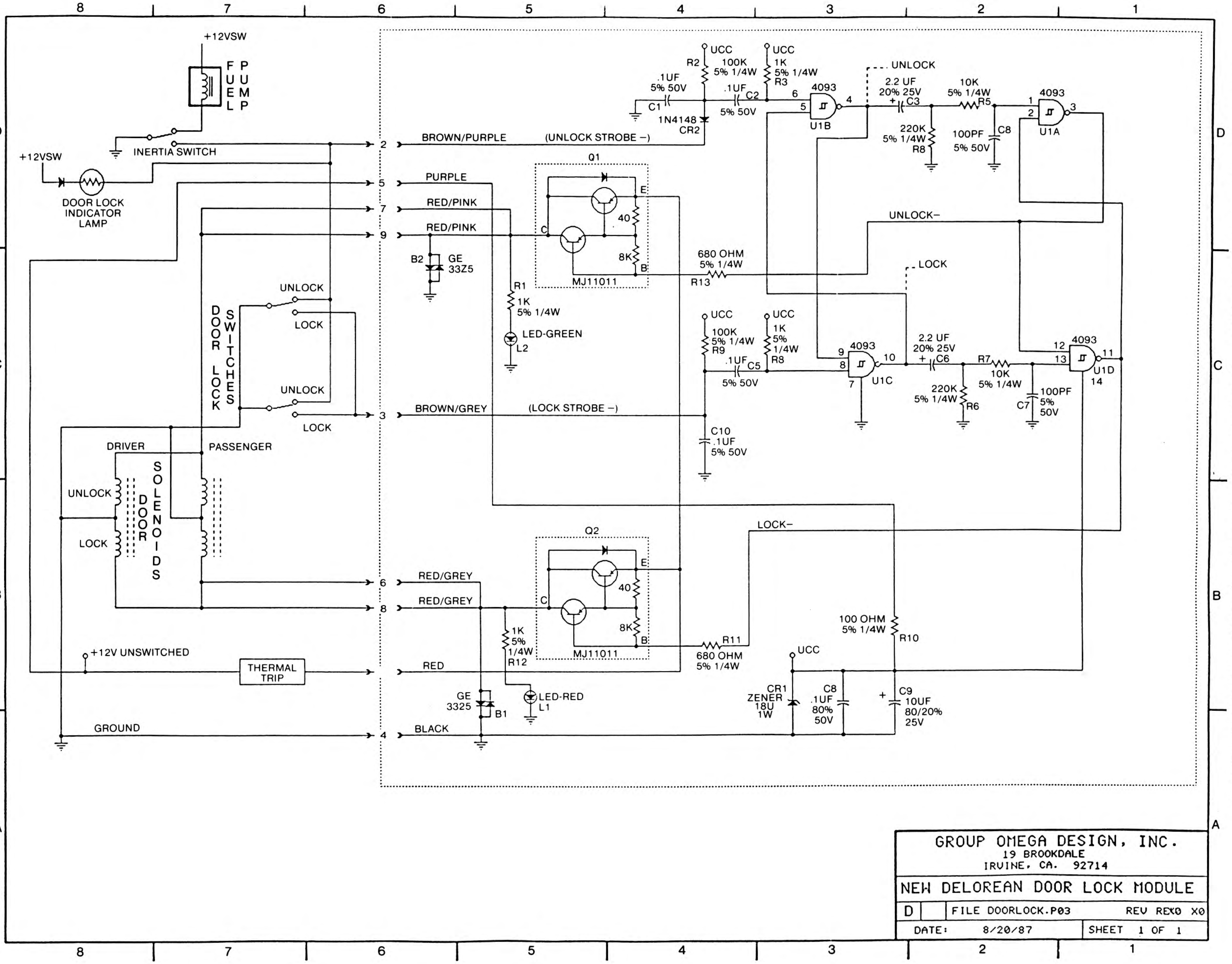
NOTE: The inertia switch for 1982 was relocated in production.

NOTICE: Vehicles modified at the Quality Assurance Centers prior to shipment to dealers can be identified by white paint markings on the inertia switches. However, dealers should verify this modification on all vehicles within the above VIN range during pre-delivery inspection.

Please inform all personnel accordingly.

R.D. Whitehouse
National Service Manager

CONTINUED ON PAGE 41


+12VSW
FUEL PUMP
INERTIA SWITCH
+12VSW
DOOR LOCK INDICATOR LAMP
UNLOCK
LOCK
DOOR LOCK SWITCHES
UNLOCK
LOCK
DRIVER
PASSENGER
UNLOCK
LOCK
DOOR SOLENOIDS
+12V UNSWITCHED
THERMAL TRIP
GROUND
2 BROWN/PURPLE (UNLOCK STROBE –)
5 PURPLE
7 RED/PINK
9 RED/PINK
3 BROWN/GREY (LOCK STROBE –)
6 RED/GREY
8 RED/GREY
RED
4 BLACK
Q1
Q2
MJ11011
40
8K
B2 GE 33Z5
R1 1K 5% 1/4W
LED-GREEN L2
680 OHM 5% 1/4W R13
UCC
R2 100K 5% 1/4W
1K 5% 1/4W R3
.1UF 5% 50V C1
.1UF C2 5% 50V
1N4148 CR2
4093 U1B
UNLOCK
2.2 UF 20% 25V C3
220K 5% 1/4W R8
10K 5% 1/4W R5
100PF 5% 50V C8
4093 U1A
UNLOCK–
LOCK
100K 5% 1/4W R9
1K 5% 1/4W R8
.1UF C5 5% 50V
4093 U1C
2.2 UF 20% 25V C6
220K 5% 1/4W R6
R7 10K 5% 1/4W
100PF 5% 50V C7
4093 U1D
C10 .1UF 5% 50V
LOCK–
100 OHM 5% 1/4W R10
R11 680 OHM 5% 1/4W
1K 5% 1/4W R12
GE 3325 B1
LED-RED L1
CR1 ZENER 18U 1W
C8 .1UF 80% 50V
C9 10UF 80/20% 25V
GROUP OMEGA DESIGN, INC.
19 BROOKDALE
IRVINE, CA. 92714
NEW DELOREAN DOOR LOCK MODULE
D
FILE DOORLOCK.P03
REV REX0 X0
DATE: 8/20/87
SHEET 1 OF 1

This schematic corresponds to an article in Fall 1987 issue entitled "New and Improved Door Lock Control Unit."

BULLETINS *(FROM PAGE 39)*

PROCEDURES – 1981 MODEL

1) To gain access to the mounting location, partially remove the carpeting from the hood release handle area of the left kick panel.
2) With ignition switch off, disconnect the electrical connector, partially remove the service interval mileage counter bracket located in the driver's footwell to gain access and remove the inertia switch.
   NOTE: Retain the removed switch for return shipment.
3) Using the "broken line" portion of the diagram in Figure 1 and following the dimensions given, mark the two (2 pilot hole locations as indicated.
4) Drill two 3.9 mm (5/32 inch) pilot holes at the marked positions.
5) Position and secure the new inertia switch (P/N 111209) with the supplied screws (P/N SP 10828) in its new location.
   NOTE: New switches can be identified by a white paint marking on the face of the switch body.
6) Connect the electrical connector to the inertia switch.
7) Perform the following test procedures:
   a) With the inertia switch plunger in the down position, start the engine.
   b) With the engine running, lift the inertia switch plunger – the engine should stall.
8) Reset the switch by depressing its plunger (down position).
9) Reposition the carpeting.

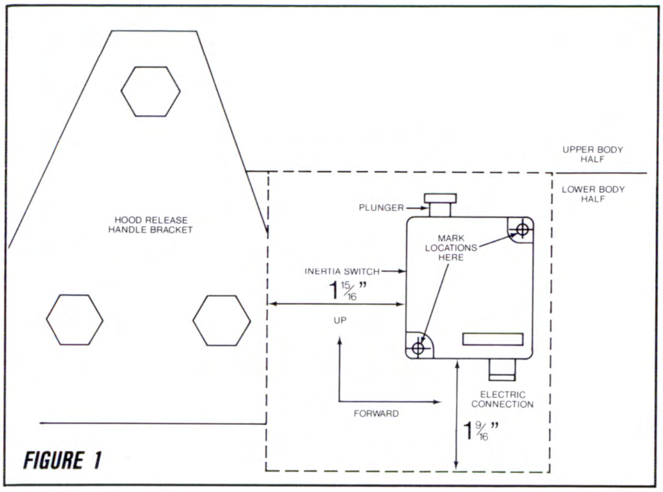


FIGURE 1

PROCEDURES – 1982 MODEL

The 1982 model year vehicles have the inertia switches in the relocated position, therefore, only replacement is required.

MORE BULLETINS *(PAGE 42)*

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2) Terry Collins' full-color, phantom cutaway illustration of the DeLorean Sports Car is featured in your Owner's Manual. Also used in Elite Motors' ad "*. . . Know Them Inside and Out;"*

3) Harley Bynum's exciting photograph of the 24k Gold Plated DeLorean, a priceless *"Gold Plated Investment,"* appeared on the cover of the Fall '85 issue of DeLorean World;

4) Ron Hussey's electrifying photograph of five world class sports cars: Ferrari Mondial, Masarati Bora, Chevy Corvette, Porsche 928 and the DeLorean DMC-12. "Good Company."

Gull-Winged Victory

TO: DELOREAN SPECIALTIES INC. 220 Locust Street, Suite 12-F, Philadelphia, PA 19106.

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__________ DMC-12, INSIDE AND OUT
__________ GOLD PLATED
__________ GOOD COMPANY

Multiply x $37.50 each. PLUS $4.00 Shipping
TOTAL Amount Enclosed $ __________

Name __________
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TECH NOTES

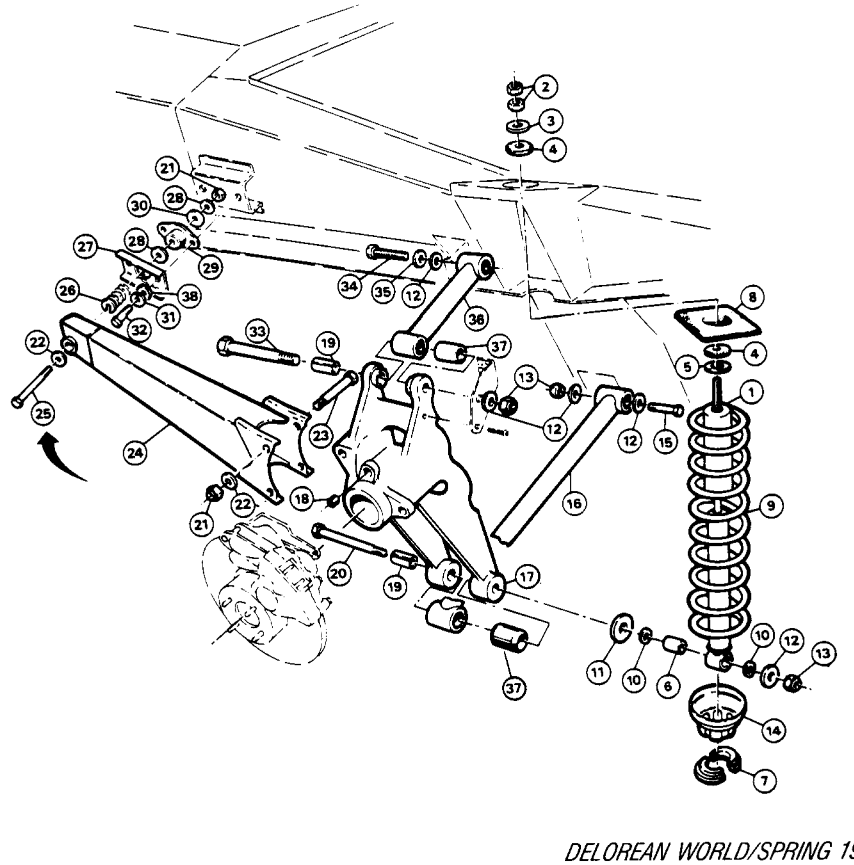
***BULLETINS** (FROM PAGE 41)*

SERVICE BULLETIN 4

REAR SUSPENSION TRAILING ARM BOLT

SAFETY CHECK NOTICE–
(#25 on Diagram)

The rear trailing arm that supports your rear wheel housing and suspension is attached to the main frame by an M12 bolt, called a trailing arm bolt. If you are experiencing a creaking type noise in the rear area of the car when turning, accelerating from a stop, especially noticeable when backing-up turning, or if you notice rear swaying when changing lanes, then you have a loose trailing arm bolt(s). IT IS ABSOLUTELY URGENT that you have it inspected as soon as possible and tightened. Owners have experienced a loss of control when this bolt "shears off" due to the twisting of the trailing arm against the loose bolt. Be sure that the bolts (#32) holding the reinforcing plate (#27) are tight.



If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph . . . . 6.3 seconds
- Top Speed . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

TURBO MANIFOLD CO.

PO Box 25, Wyandanch, NY 11798

TURBO HOTLINE: (516)491-1248

THINK TWIN TURBO.

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Phone (312) 894-0881

SOUTHWEST

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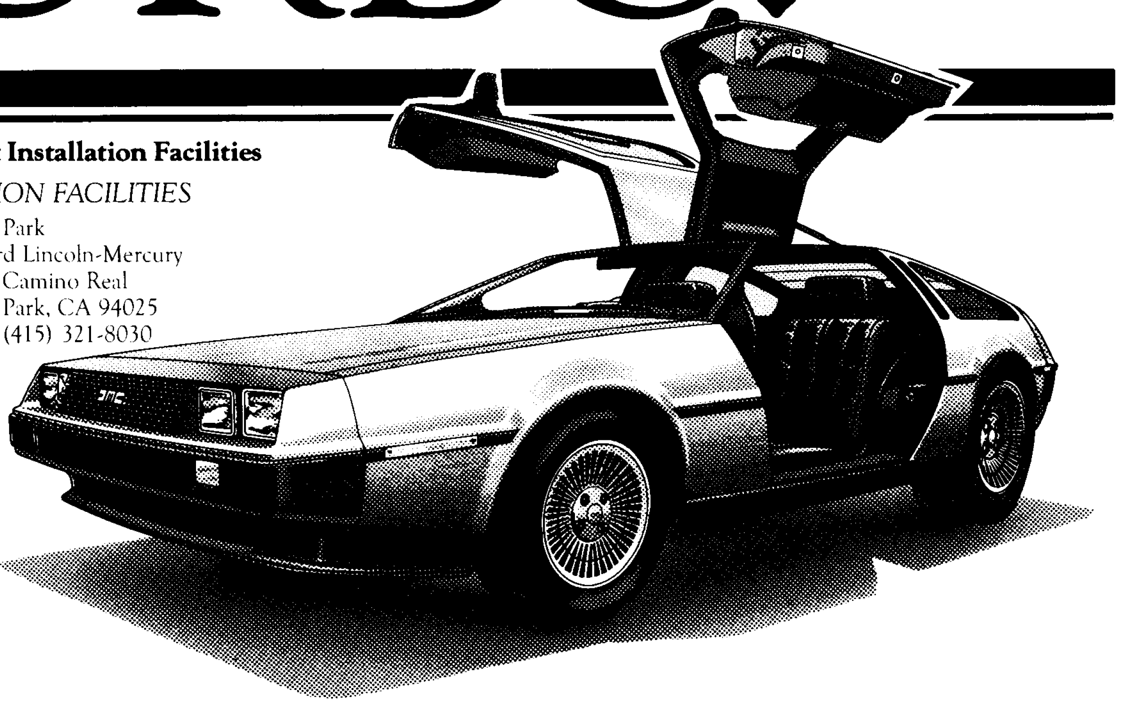

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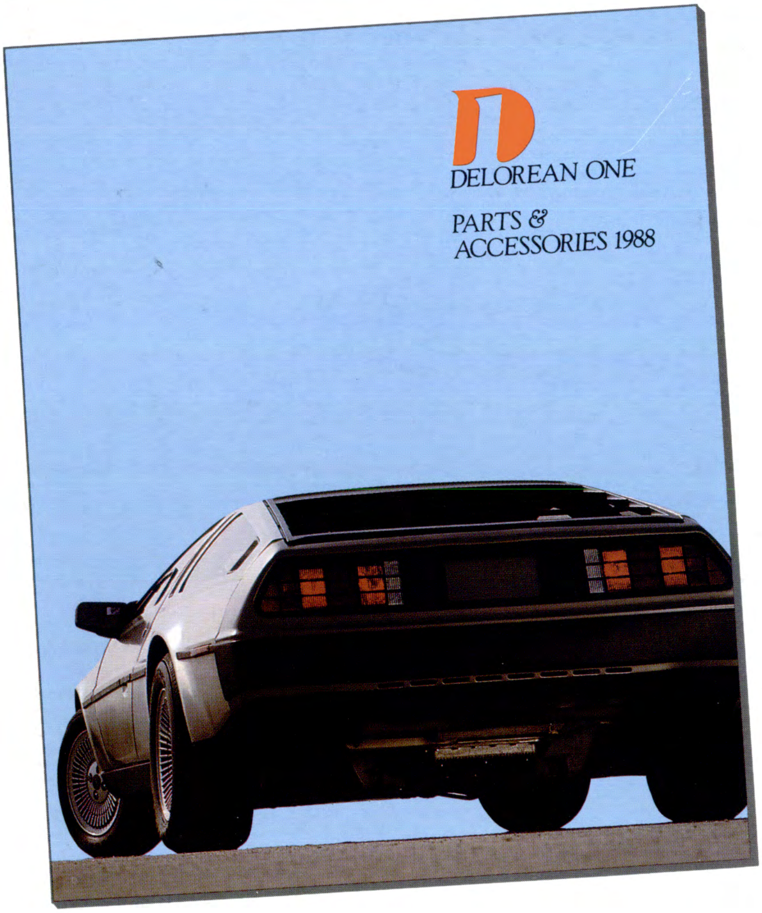

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